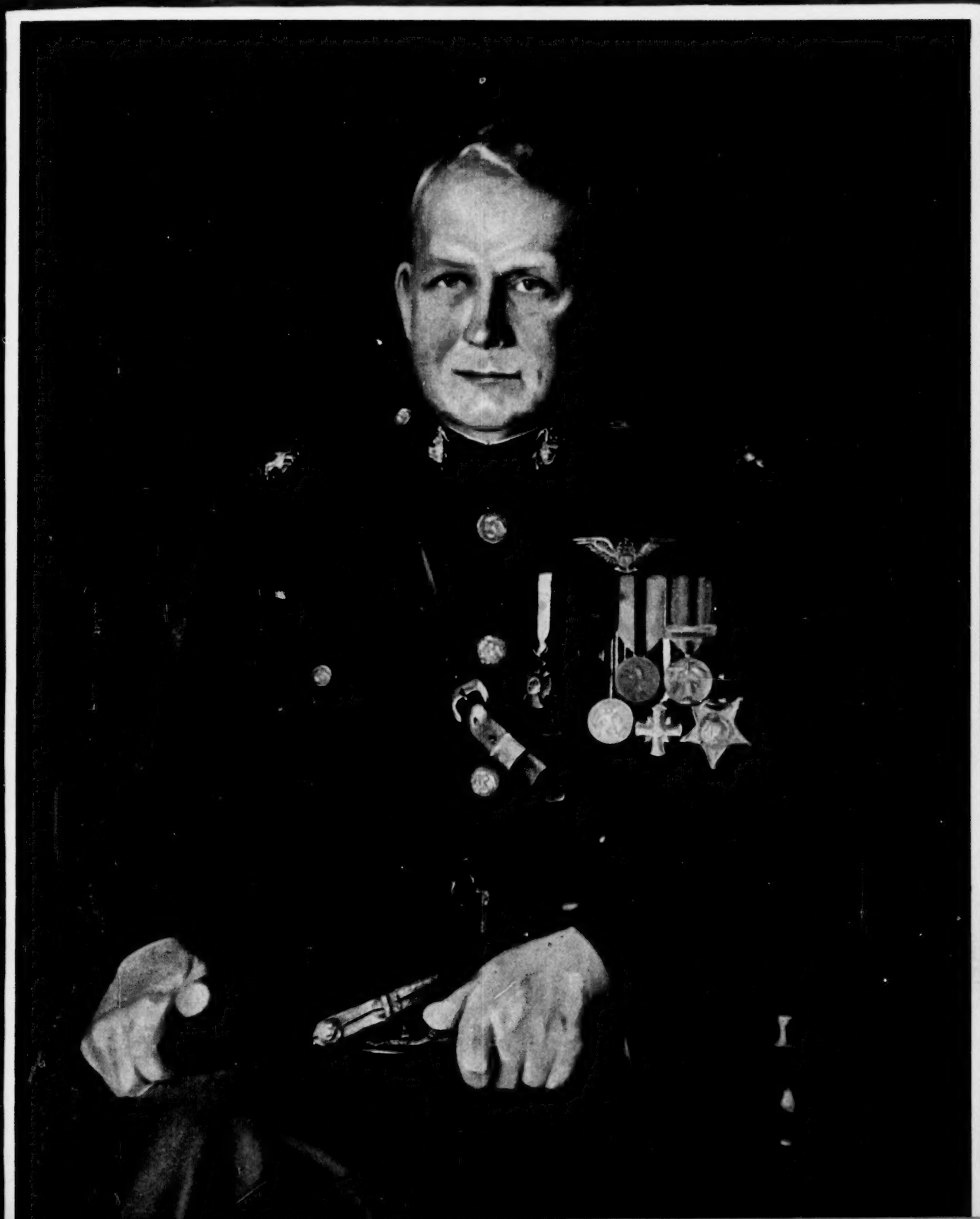


THE MARINE CORPS GAZETTE



BOOKS for MARINES

THE MARINES

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A well-written novel of the Fourth Marines in China and at Bataan and Corregidor, written in forthright style and giving a rugged and accurate picture of the Philippine campaign.

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SPECIAL SERVICES

The Marine Corps Association will furnish a monthly automatic supply of new best-seller books, and books of special interest to Marines, to any authorized Marine Corps organization on any basis desired, such as number of books or total cost. Organizations in the United States may pay on receipt of their statements; organizations in the theater of operations, who have accounts with the Exchange Officer, Headquarters, Department of Pacific, San Francisco, California, can establish this service by authorizing that officer to pay bills rendered for the books upon demand.

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Tank-Fighter Team. By Lieutenant Robert M. Gerard.

The story of the actions in which the author's Armored Group participated, how it maneuvered, and how it fought off the Nazi Panzers.

What To Do Aboard A Transport. By a group of scientists.

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How To Shoot the U. S. Army Rifle.
How To Shoot the U. S. Army Rifle pictures the correct shooting habits that must be acquired and used in the stress of battle.

Scouting and Patrolling.
This is a pictorial text photographed by a Life photographer and prepared by the Military Training Division of the Army at the Infantry School, Fort Benning, Georgia.

THE MARINE CORPS ASSOCIATION

Headquarters, U. S. Marine Corps

WASHINGTON 25, D. C.

THE MARINE CORPS GAZETTE

HEADQUARTERS, UNITED STATES MARINE CORPS

WASHINGTON 25, D. C.



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The Marine Corps' 168th Birthday

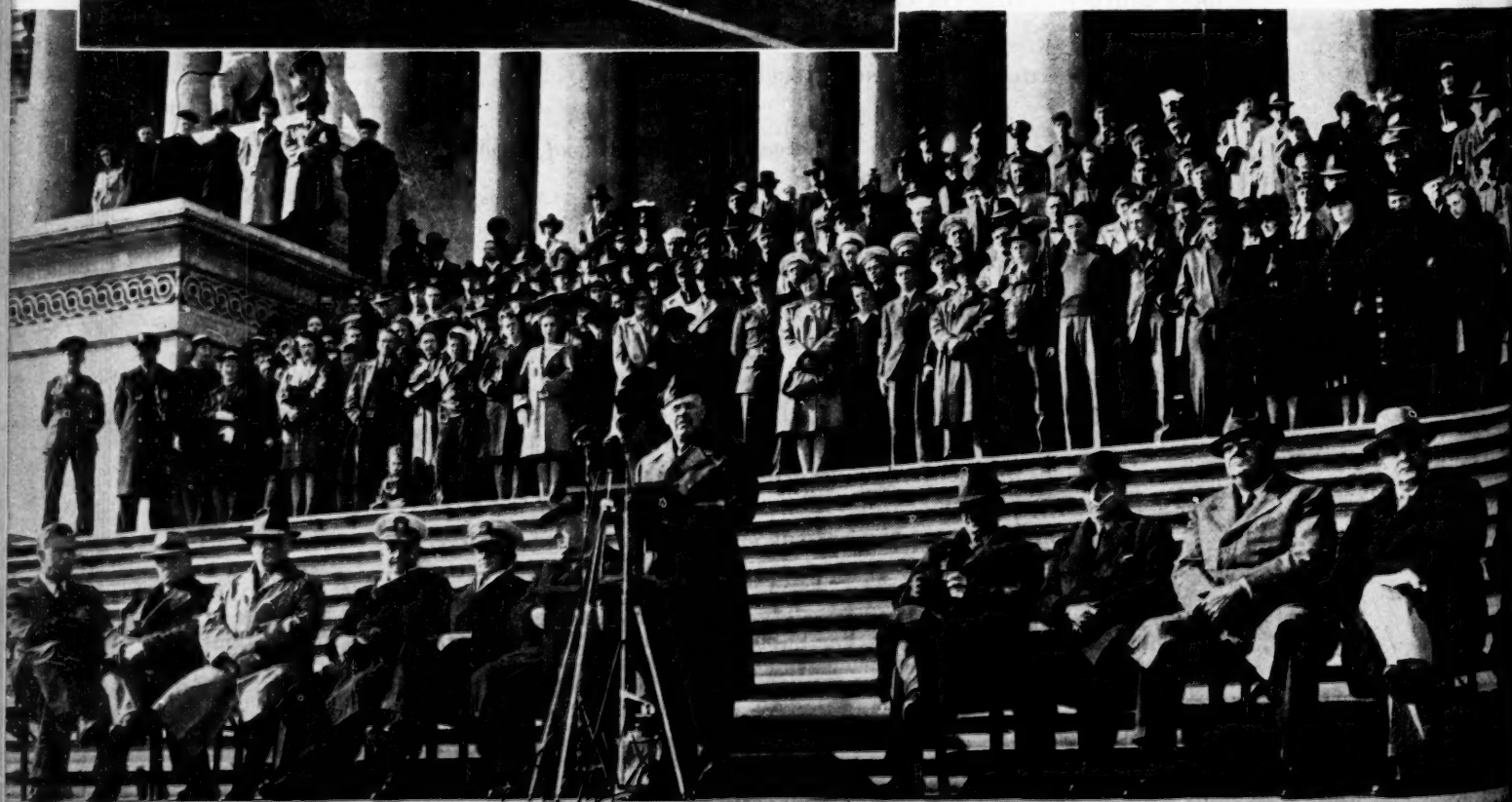
(See messages on pages 34-35)



↑ On November 10, 1943, the 168th birthday of the U. S. Marine Corps, the first United States flag that was raised on Guadalcanal was ceremoniously raised over the Capitol in the presence of Congressmen, officials, and thousands of deeply moved onlookers.

← Marines render honors as the historic flag is raised.

↓ General Thomas Holcomb, Commandant, addresses the crowd.



Marines in War and Peace[★]

By Lieutenant General Thomas Holcomb, Commandant,
U. S. Marine Corps

THIS occasion serves to remind us that in spite of natural rivalry between the Army and the Navy and the Marine Corps, we have achieved in this war a notable integration and coordination between the services that has been an important element in our success to date. The Marine Corps, of course, is part of the Navy, but I hope I'm not indulging in wishful thinking when I say that if we were orphans I think the Army would be willing to take us in.

In this connection, it may amuse you to know that in the South Pacific recently, Marines and the Army have been fighting a little war of poetry. One of *our* men started the affair with a composition called "Our Fighting Men," dedicated, of course, to the soldiers.¹ Here's the way it starts:

"A Marine told his buddy on Guadalcanal
'The Army is coming, think of it, pal—'
The Corporal answered him, 'All right, then,
Let's build a clubhouse for Our Fighting Men.'

"A Seabee rolled up and he asked, 'What's the score?
The wagons and cruisers all laying off shore?
And scads of destroyers are sweeping the bay.
Is the Army finally landing today?'

"Their generals outrank ours, so they'll take command.
New rules and new orders will govern the land.
They'll have some M.P.'s to push us around
When the Army takes over it sure shakes the ground.'

"We can take it,' said the Raider. 'It won't be long
'Til the Admiral bellers, and we'll shove on.
And a little while later we'll be landing again,
To make New Guinea safe for Our Fighting Men.'"

I gather that the Army got a little tired of hearing this poem recited by Marines in the area, because before long some unknown soldier genius came up with a reply titled "Well, Whose Marines?" This really is a great tribute to the Corps. I'll give you one verse:

"We want him to be cocky, he's welcome to his pride.
They scratch him off the muster right at the warship's side.
He makes the contact for us—that's what it's all about—
The Navy dumps him in there. The Army gets him out."

Then it ends:

"We do not heed the yapping—we go our way serene,
For we are in his Army, and he is our Marine!"

THANKS to the training of the men in all branches of the service, and to the teamwork between the branches, we have carried the war today to a point where we can see

certain victory ahead. It may be a long time coming, and it may be costly to achieve, and certainly we have no right to take things easy or indulge in self-congratulations. But I think we are entitled to look back briefly on what we have done in the last three years and take stock. The strides we have made have been a rude shock to our enemies, and ought to be a source of gratification to ourselves. In retrospect, the tasks and the accomplishments of these three years have been truly herculean. Three years ago, we still were a nation at peace—not only in fact, but in our attitudes and our way of life. Many believed that somehow this all-engulfing war would pass us by, and that we had no real reason to fight at all. Our Army consisted of 257,655 officers and men. Our Navy numbered 157,986 officers and men, and our Marine Corps had 26,801 officers and men. Our production of tanks, guns, military vehicles, munitions and other military supplies was practically nil. We were making some aircraft of excellent quality, but numerically the output was small compared to that of other nations.

No wonder the Axis was disdainful of us as a potential enemy! For ten years, more or less, the dictator nations had concentrated all their energies and resources on building their war machine, while we were living in a dream world. Hitler and company sneered at us—a soft, weak, "decadent" democracy, without the will or power to fight even if the war was thrust on us. And for a time it looked to much of the outside world as if he might be right. Many men in many nations believed that the Axis was invincible, and that the free peoples of the democracies indeed were doomed.

But during our history we Americans more than a few times have proved that we can do what seemed impossible. In the short space of three years we have built an Army of more than 7,000,000. Our Navy now has 2,000,000 men and thirteen times the number of fighting ships we had in 1940, despite considerable losses in the interim. Our Marine Corps has expanded to a body of over 300,000 of as well-equipped, as highly-trained fighting men as any in the world. As we all know today, the conversion of industry from peacetime to wartime production, and the subsequent production of war goods, will stand as one of the great epics of our national life. We now have the greatest merchant marine in the world, an air fleet that dwarfs that of any other nation, and unlimited quantities of munitions and other equipment. Furthermore, in nearly every category our production still mounts steadily. We have created, in three short years, one of the world's greatest military powers.

The mere recital of these figures and these gains is impressive enough, but they do not begin to convey an idea of the almost overwhelming difficulties that have been surmounted, the incredible amount of planning that has been

[★]A Navy Day address delivered at a Navy League dinner in New York, October 27, 1943.

¹See THE MARINE CORPS GAZETTE, July, 1943, page 59.

necessary. Reflect for a moment that a single Marine division requires 20,039 small arms weapons, 1133 machine guns, 162 pieces of artillery, 54 tanks, 557 "jeeps," and many trucks, trailers, and engineer vehicles. This division requires 13 ships, each of 10,000 tons, for an overseas movement.

A single squadron of dive bombers must have 18 planes. In a single day's operations this squadron will use 36 1000-pound bombs, and 11,160 gallons of gasoline and oil. When sent overseas a single squadron occupies the cargo and troop spaces of a 10,000-ton ship.

So that our forces can strike with maximum power and effectiveness, all these and a multitude of other supplies must be available in the right place at the right time. Furthermore, every man who fights and uses these supplies represents at least six months of training, and an investment of over \$750 to turn him into a hard, able fighting man.

The creation of this great power of ours could not have been accomplished if it had not been for the fact that during the years of peace we maintained, in the Army, Navy, and Marines, a corps of experts, military executives and planners, who were ready, when the call came, to start the tremendous job of building our war machine from virtually nothing. These military experts were matched, in civilian life, by the production geniuses of assembly line, turret lathe, mine, field and forest. Together these two groups have saved America in one of her most critical hours. Together they have given the lie to those who proclaimed that our democracy was too lazy to work and too soft to fight. Of course we have made mistakes, both on the home front and in the actual prosecution of the war. But on the whole, this gigantic effort has been made, and these vast goals reached, with efficiency.

So when I read remote-control strategy in the newspaper columns, or hear dinner table discussions of why we don't do this, that, or the other thing, I am reminded of a speech by a Roman consul which the historian Livy recorded more than two thousand years ago. Speaking of a current war against Macedonia, this consul said:

"In every circle, and, truly, at every table, there are people who lead armies into Macedonia, who know where the camp ought to be placed, what posts ought to be occupied by troops, when and through what pass Macedonia should be entered . . . how provisions should be conveyed by land and sea, and when it is proper to engage the enemy, when to lie quiet . . . I am not one of those who think that commanders ought never to receive advice, on the contrary, I should deem that man more proud than wise, who did everything of his own single judgment. . . . If therefore, anyone thinks himself qualified to give advice respecting the war which I am to conduct . . . let him not refuse his assistance to the State, but let him come with me to Macedonia." I highly recommend Livy to all who think that they can direct the war by sticking pins in maps thousands of miles from the fighting fronts.

This war is unlike any other in history, not only on account of its scope but also the nature of the fighting. It is the first war in which landings and amphibious operations have played so vital a part, most previous wars having been fought on land exclusively. Landing operations are,

of course, the most difficult of all military maneuvers, and have so been acknowledged by all authorities throughout history. By the same token, they also are apt to be the most costly of all operations.

GENERAL JAMES WOLFE, who won fame in his attack at the landing in Quebec in 1759, was himself the son of a Royal Marine Officer. As a postmaster of amphibious warfare, he once described the hazards—as well as the importance—of landing operations, as follows:

"I have found out that an Admiral should endeavor to run into an enemy's port immediately after he appears before it; that he should reconnoiter and observe it as quickly as possible, and lose no time in getting the troops on shore. Experience shows me that, in an affair depending on vigor and despatch, the generals should settle their plan of operations so that no time may be lost in idle debate and consultations when the sword should be drawn; that pushing on smartly is the road to success, and more particularly so in an affair of this sort; that nothing is to be reckoned an obstacle to your undertaking which is not found really so on trial; that in war something must be allowed to chance and fortune, seeing that it is in its nature hazardous and an option of difficulties; that the greatness of an object should come under consideration, opposed to the impediments that lie in the way; that the honor of one's country is to have some weight; and that, in particular circumstances and times, the loss of a thousand men is rather an advantage to a nation than otherwise."

The U. S. Marine Corps always has had a predilection for this kind of amphibious fighting. The Marine Corps history dates back to 1775, a year before the Declaration of Independence, the first service authorized by the Continental Congress. For nearly one hundred and seventy years, Marines have been specializing in amphibious warfare, and I believe the Corps has fought more continuously than any other service. We conducted landing operations during the Civil War, and again during the Spanish-American War. The Marines landed at Guantanamo Bay in Cuba. They landed in Haiti, and Nicaragua, and at other places in Latin America and the Caribbean. They landed in China at the time of the Boxer Rebellion. Always, when trouble required the presence of United States forces, the Marines were first on the scene. This has given the Corps its great background of practical experience, and also has led to the development of a unique *esprit de corps*.

There is a notion in some quarters that a Marine is primarily a roughneck with tremendous fighting ability and unlimited courage.

Well, we have seen his courage and his fighting ability at Guadalcanal and Wake Island and a score of other places in this war. But what the public sometimes forgets or overlooks is the fact that the individual Marine is an expert in his particular specialty. As a strategic force we obviously do not compare in size with either the Army or Navy. We are not big enough to fight whole wars by ourselves. But what we lack in size, we make up in experience and specialized knowledge. In spite of our growth we are still a highly specialized service trained especially for amphibious operations.

MARINES for the most part join the Corps voluntarily. Because of the comparatively small number of Marines, every man receives the most thorough and intensive training possible. I believe this training is unmatched. No soldier is better equipped, better fed, better doctored and better cared for. It also is true that in the course of training the men develop a rather special feeling about themselves as Marines, and a special feeling—call it pride if you will—about the service. They think of themselves as a group apart, and they are jealous of the standing and organizational independence of the Corps. They are trained to work as independent units in perfect coordination with the Navy, and when occasion requires it, with the Army.

The Marine emerges from his training with a high degree of individual initiative. The true Marine isn't cocky, as he sometimes is made out to be, but he is self-confident, with the self-confidence that comes with knowing you have learned your job well. I recall one Marine who told me that his training had changed his whole outlook on life, by giving him a feeling of confidence in himself for the first time. And this feeling of confidence and individual initiative is something which Marine training deliberately instills in the men.

The type of operations in which we specialize often demands in modern warfare that men working in small units or alone be able to carry on independently. Marines know how to improvise and are taught how to survive and fight in any circumstances when the occasion requires it, without benefit of the rule book or orders from a commanding officer. This kind of fighting by individuals or small combat units operating independently is not confined exclusively to the Marines. We see the same thing in aerial and tank warfare, for example, and it is one of the most important developments in modern war. Today the unit, the individual, the picked specialist is of greater importance than ever before. And the Marine Corps ever since its formation in 1775 has concentrated on producing just such specialists, just such individualists.

Our chief assignment during the last twenty years has been to perfect the most modern techniques of amphibious warfare and to develop an amphibious expeditionary force of specialists of the kind I have described.

In this period we endlessly studied the practical and theoretical aspects of landing operations, and have analyzed the causes of success and failure of such operations in the past—Gallipoli and the German landings in the Baltic Islands in 1917, to mention two. As early as 1924 a force of Marines participated in combined amphibious training exercises with our fleet at Panama, and from 1931 to 1938 such exercises were held regularly in the Caribbean and at Hawaii.

Our Marine Corps Schools made the initial studies on combat unit loading, naval gunfire support, and the offensive use of chemicals in an amphibious operation. Out of our experience we developed the indispensable rubber boat, and applied to our special use the amphibian tractor. Any new weapon or new method which might be useful in our specialized operations was thoroughly tested. Nothing was rejected simply because it had never been tried before and might upset established ways of doing things.

Many years ago, while controversy raged over the value

of the airplane and the proper military and naval use of airpower, the Marine Corps was quietly conducting its own experiments, and was learning to employ planes which took off from carriers and came down on land as air support and as a means of supplying ground troops. Like all other parts of the whole, our air has been integrated and coordinated as an important member of a team. In passing, I might mention that the words of the Marine anthem recently have been changed to read . . . "We fight our country's battles, in the air, on land, on sea."

IN the twenty years of training and experimentation that I have mentioned we have developed the finest force of its kind in the world, and one which has already played a crucial rôle in this war. Marine operations to date in the Pacific have been of the utmost importance, but these operations have been small compared to what will come. It won't be long before our forces are spearheading invasions on a grander scale. The action of the Marines on Guadalcanal has a special significance which is probably not generally recognized. It was our country's first successful land offensive in this war, and I have no doubt the reason the Japanese continued to come back and back, was because it was the first time in their history they were forced to give up territory under the control of their sacred emperor.

But the contribution of the Marine Corps to date transcends the actual fighting which we have done. Just as individual Marines during their training learn to be members of a team, each with a special part and each having the responsibility for initiative, so the Marine Corps as a whole has played its part in the larger team composed of Army, Navy, and Marines. When war was imminent, we were able quickly to give the benefits of our training to the Army and Navy. Thus it has been possible in record time to train huge forces of men to become proficient in this most highly skilled branch of military science. The landing operations in Africa, Europe, and the Aleutians contained officers and men who received this Marine training—a fact which should help silence those who complain of lack of cooperation between the services. This has been, I believe, the great contribution of the Corps, above and beyond the heroic performance of our men in combat.

Thanks to those men, victory has been brought closer, perhaps by years. As I said before, it still may be far distant in time, but it is not too soon to be giving thought to what we shall do after it finally is won. When the last war ended, the nation demobilized as quickly as it had armed a few years earlier. Understandably in a peaceful country, there was a widespread popular revulsion against war and everything connected with it, including the services. For many years the Army and Navy were kept at the bare minimum of strength, and were begrudged funds necessary to develop new equipment. Now, the last thing any of us wants to see is the United States converted into a militaristic state, forever committed to maintaining huge standing forces. But I believe that after this war, we cannot afford to allow ourselves to drift into the same state of mind—and state of woeful unpreparedness—as after the last war. Hating and fearing war as much as we did, we actually invited it by refusing to maintain our strength and

to assert it early and often. Who can say whether this war might not have been averted entirely if we had had the might and the courage to say "No" that day in 1937 when the China war began at Lu Kou Chiao, the Marco Polo Bridge, or before, when Mussolini's men marched into Ethiopia? Or when Hitler took Austria? Or at Munich?

Nevertheless, we were able to meet the great emergency of this war mostly because of the courage, zeal, and devotion of those who labored under great handicaps during the years of uneasy and insecure peace. Those men deserve our deepest thanks and respect, and the men who will guard our security in the postwar future likewise will deserve the

respect of the whole nation. It should be regarded as an honor to serve with the armed forces in *peace*—as well as war—an honor that attracts the very highest type of man in the country. Modern war is an infinitely complicated business and we shall need the best brains in the country to direct our military establishments.

In the meantime, however, we still have a war to win. The Marines are again ready—and more than willing—to land anywhere, anytime, and along with the Army and the Navy I am confident that they will exercise an important rôle in spearheading the landings on the main island of Japan.

Vandegrift's Battle Instructions

ADDRESSING Marine officers shortly to lead the attack on Bougainville, Lieutenant General Alexander A. Vandegrift asked his listeners to share his faith in the "superior intelligence of American fighting men" by taking "every man of your command, down to the newest private, into your council during battle."

Then directing his second major offensive against the Japs, the veteran Marine leader spoke from a crude platform set up in a coconut grove where, in the fighting a year ago, he had learned some of the lessons he spoke of on this occasion.

"In leading men, your loyalty must reach down to them," General Vandegrift said. "In battle, men require very little. They must have a confidence of fairness and a feeling of team effort. This can be created by letting them know the immediate plan of action and why it has been chosen. A man fights better when he has a sense of the common objective rather than merely a knowledge of how things look from his own foxhole."

Drawing upon his own experience in the battle for Guadalcanal, General Vandegrift said that "time after time" he had seen men carry on when all their leaders had been knocked out, using the knowledge given them in talks and conferences in advance of the action.

"Give your men that knowledge—and enough ammunition, food, and the assurance of medical aid—and they will repay you ten times over," he said.

General Vandegrift reminded his audience, which included every rank from general to lieutenant, that loyalty requires a practical readiness for the responsibilities of leadership. These he described in four points:

- "1. Know your subject.
- "2. Be sure in your own mind that your mission is correct.
- "3. Always believe, no matter how hard the going, that you will come through successfully.
- "4. If you have any doubts of that—damn well keep them to yourself."

Looking toward the projected operations, the Marine

commander reiterated a maxim on which the fighting in this theater is firmly based: "it is not the individual that counts, nor the individual service. It is the Marines, the Navy, the Army, the Coast Guard, and our Allies that matter—all of them—working toward a common interest—victory!"

After giving this message to his officers, General Vandegrift issued the following stirring "Memorandum to All Hands":

HEADQUARTERS, FIRST MARINE AMPHIBIOUS CORPS IN THE FIELD

15 October, 1943.

MEMORANDUM TO: All Hands.

1. The forward movement of our enemy in the Pacific has been stopped. More recently he has been forced to give up, at great cost in men and material, positions of great value to his campaign. His ships no longer appear in great force in these waters, his aircraft is becoming more cautious, and many of his soldiers and sailors admit that they are no match for us. Nevertheless, he will fight desperately for his last hold in the Solomons.

2. The First Marine Amphibious Corps, composed of fighting men of the United States and of New Zealand, has been chosen to drive him completely out of the Solomons. It will not be an easy task but, as in the past, our squads can give and take punishment better and longer than his squads. This we are prepared to do. Our supporting air and naval forces are prepared to strike him with vastly greater blows than ever before. The first of these blows has already been delivered.

3. It has been my privilege to assume command at this time. The day is set and we are ready. Be alert, and when the enemy appears, shoot calmly, shoot fast, and shoot straight.

A. A. VANDEGRIFT,
Lieutenant General, U. S. Marine Corps,
Commanding.

New Landing Craft

Vast Building Program Has Made New Invasions Possible

By Lieutenant Clifford P. Morehouse, USMCR

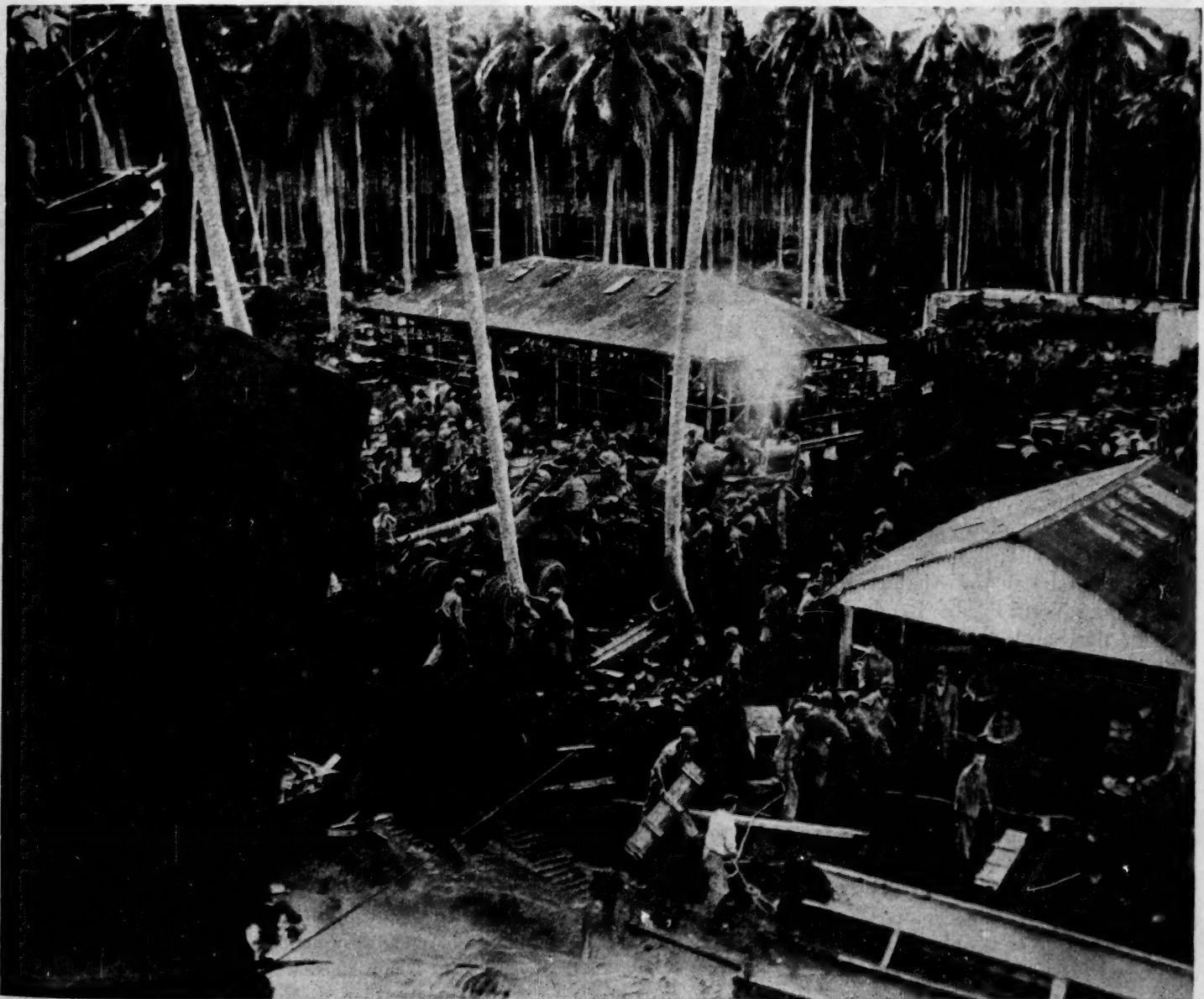
MARINES have been familiar with landing operations for over a century and a half. Ever since 1776, when Esek Hopkins sailed a naval squadron to the Bahamas and unloaded a landing party of Marines under Captain Samuel Nicholas to surprise the town of New Providence, Marines have been pouring ashore at "hot spots" in all parts of the world.

The basic tactical operation that Marine recruits learn is to swarm down a cargo net into a landing craft, keep their heads below the gunwales while it is run ashore, and pour out through the surf to seize a beachhead from the enemy.

In the present war, this type of amphibious operation

has achieved a new importance. The Army and Navy, as well as the Marine Corps, have carried out extensive ship-to-shore and shore-to-shore operations against our Axis enemies on a scale hitherto unprecedented. Whole new amphibious units of a tremendous size, involving both Army and Navy, have been organized, trained, and put into effective operation.

This vast expansion of amphibious warfare has necessitated the development of new types of landing craft, capable of moving large bodies of men and matériel from friendly to enemy territory. These have had to be designed in such a way as to permit the unloading of troops and of heavy weapons and supplies on hostile beaches having no un-



Artillery, carried on an LST, is rolled directly to the Rendova beach over a metal landing strip.



Lined up along the docks of a North African port, a flotilla of LSTs ingests a mammoth menu of vehicles, supplies, and men which they will disgorge on enemy shores. Scenes like this preceded the Sicilian and Italian landing operations.

loading facilities, often in the face of heavy enemy fire.

Such carefully planned, well coördinated, and highly successful operations as the landings in North Africa, Sicily, and Italy in the Mediterranean theater; Attu and Kiska in the North Pacific; Rendova, Munda, and Bougainville in the South Pacific, have been the results of far-sighted planning and of one of the most complex construction programs in the history of naval shipbuilding. Some of the details of this building program have recently been announced by the Navy Department.

A basic prerequisite to these invasions was a naval design and building task of unprecedented proportions. New craft, both large and small, were designed for this purpose and the program was carried out with a high degree of speed and of secrecy. Less than twenty months before the North African landing, many of the craft used in this operation had existed only in the minds of Allied military and naval experts.

As long ago as the winter of 1935-1936, the Bureau of Construction and Repair, later part of the Bureau of Ships,

initiated designs of various types of personnel landing craft, to be carried in boat davits on troop transports and other auxiliary vessels, and to be used for landing troops and cargo where pier facilities were unavailable. The first of these craft were tested in the fall of 1936.

A long period of testing, development, and improvement ensued during which the design efforts of private industry were utilized to the fullest extent, and these efforts ultimately led to the standardized models: LCV, "Landing Craft, Vehicle"; LCP, "Landing Craft, Personnel" and LCR, "Landing Craft, Rubber," large numbers of which subsequently were ordered. The LCVs and LCPs were a development of the well-known Higgins boats, familiar to every Marine.

About the same time, in 1936, the Navy undertook the development of "tank lighters." Detailed plans for the first experimental type, designed to carry one light Marine Corps tank, to beach in shallow water and to permit the tank to run ashore over a ramp, were completed in June, 1937. This lighter was tested in landing exercises one

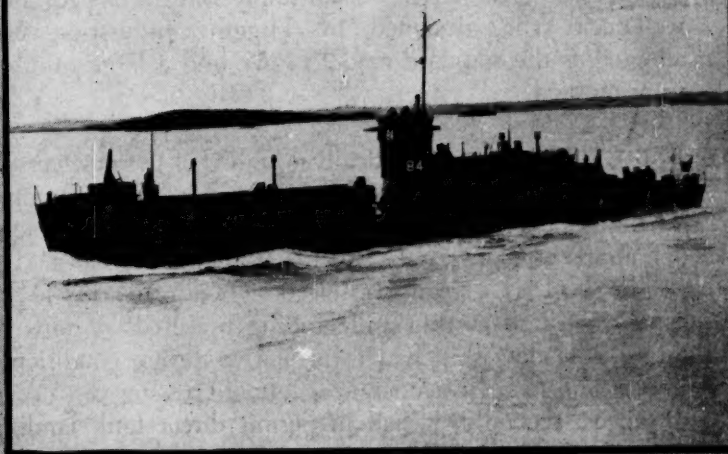
Landing Craft: Main Types Now in Service

LST



LANDING SHIP, TANKS: BIGGEST USED, CROSSES OCEANS.

LCI(L)



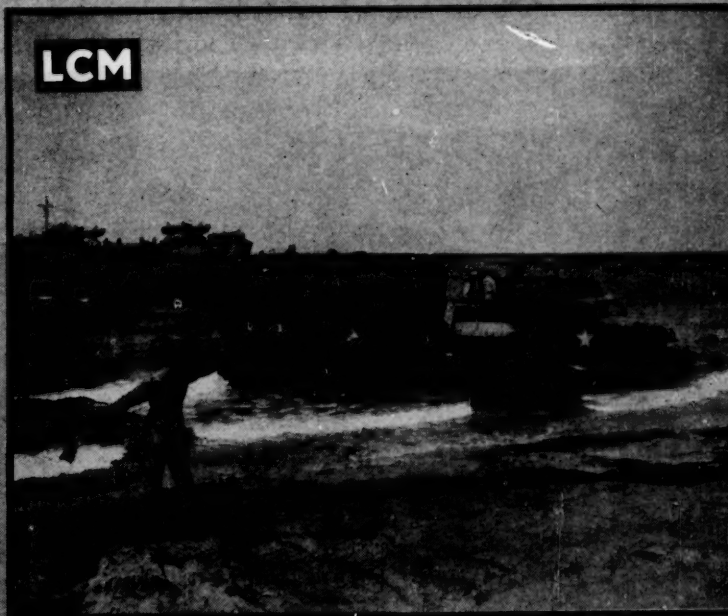
LANDING CRAFT, INFANTRY (LARGE): TROOP TRANSPORT.

LCT



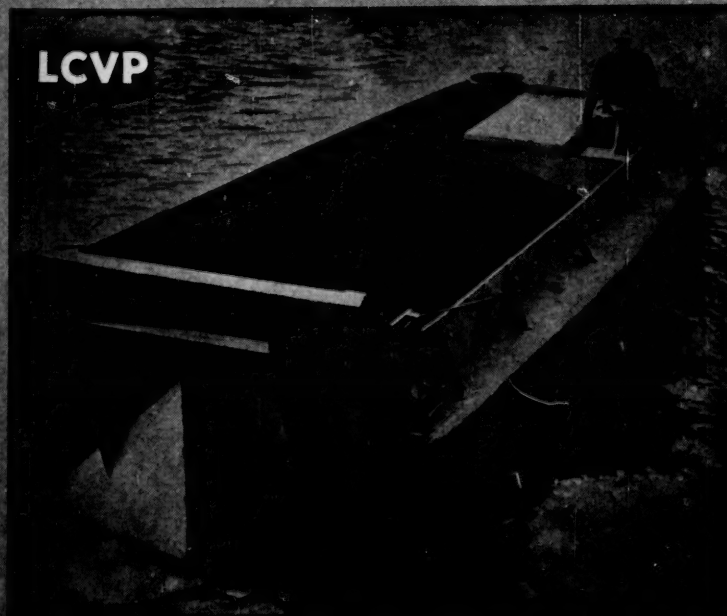
LANDING CRAFT, TANKS: FOR LIGHT TANKS, SUPPLIES.

LCM



LANDING CRAFT, MECHANIZED: MOBILE GUNS, TRUCKS.

LCVP



LANDING CRAFT, VEHICLE-PERSONNEL: SHIP TO SHORE.

LCR



LANDING CRAFT, RUBBER: RAFT WITH OUTBOARD MOTOR.

—Official U. S. Navy Photographs.

Courtesy, Bureau of Personnel Information Bulletin.

year later and found satisfactory for its purposes.

During the following long period of testing and developing this tank lighter, it became apparent, as war clouds gathered, that the rôle of the medium tank would be increasingly important. The LCM(3), "Landing Craft, Mechanized (Mark III)," accordingly was developed. The well-deck type, designed by Higgins Industries, was adopted as the standard model LCM, and a large number were ordered.

PERHAPS the most radically designed of the new vessels was the LST, known to Marines as the "green dragon." This unique ship had its baptism of fire in the amphibious operations at Sicily, Italy, Attu, Kiska, and Rendova.

The LST is a giant vessel, designed primarily to be capable of transporting and landing hundreds of tons of tanks. The new ship had to meet two design conditions: first, it had to be seaworthy, capable of crossing vast ocean distances; secondly, it had to permit direct tank landing operations. These two requirements seemed incompatible at first since the former required a deep draft for sea-going sturdiness while the latter demanded a shallow draft for

landing operations. It was necessary, therefore, to utilize principles entirely new to naval shipbuilding, and this was done by the Bureau of Ships working in close collaboration with a small delegation from the British Admiralty.

In November, 1941—just a month before Pearl Harbor—the LST was first sketched on paper. Designs were drawn and redrawn and experimental vessels were constructed. Just under a year later, in October, 1942, acceptance trials were held for the first completed vessel. But as soon as the basic designs and fundamentals had been developed by the Bureau of Ships, without awaiting the construction of a test vessel, contracts were let and construction of LSTs and of a smaller tank landing craft, the LCTs, was started in quantities.

Soon after the beginning of construction of the LSTs and the LCTs, in May, 1942 an urgent dispatch was received from the British outlining needs for a larger type of infantry landing craft to serve simultaneously as a troop transport and a landing craft. This dispatch led to the development of the LCI(L), a troop transport which could carry heavily armed men across wide bodies of water and land them directly on the beach.



On its return trip, the LST evacuates wounded Marines to base hospitals.

One month after receiving the initial dispatch, the preliminary design was completed and building contracts were awarded. In October, 1942, only four months later, the first LCI(L) was completed and officials of the Bureau of Ships witnessed the first beaching tests that same month.

As a result of conferences with the British, other landing craft were also developed. Among these were the LCT(5) and later the LCT(6), also known as "Landing Craft, Tank (Mark V and VI)."

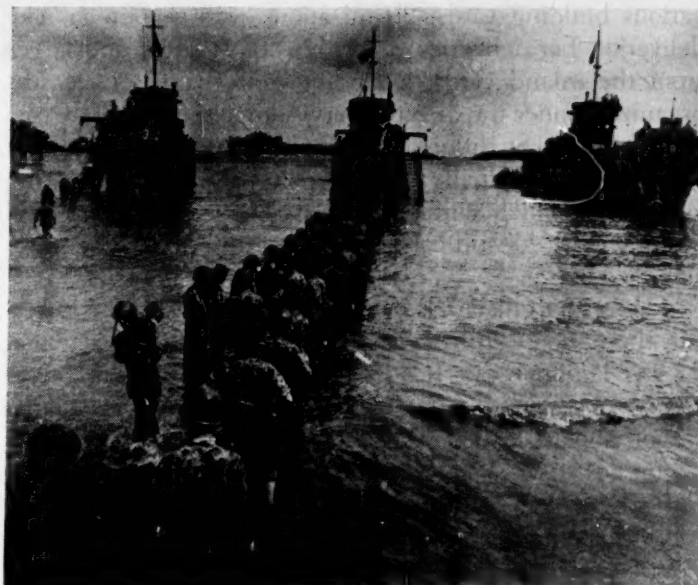
The LCT was planned as an intermediate landing craft, smaller than the LST but larger than the LCM, which could be carried to the zone of operation on cargo ships or on the decks of LSTs and which could transport a moderate number of tanks or other equipment, could land on very shallow beaches, and could offer the advantage of dispersal. A special feature of the LCT is a type of construction whereby it can be taken apart into sections for shipment.

IN order to produce these new types of vessels in large quantities and faced with definite dead-line requirements set by the Joint Chiefs of Staff, the Navy Bureau of Ships was forced to abandon all customary procedure for awarding government contracts. Preliminary orders were rushed out through verbal conversations, telegrams, telephone calls, and air mail letters.

The Navy's basic shipbuilding program, already increased substantially over the tremendous effort started in July, 1940, was in full swing. Every available facility was in use. The landing craft program was superimposed on all the rest.

New sources of shipbuilding had to be found. In many instances the Navy turned to heavy industries along the inland waterways, like former bridge builders, experienced in working with iron and steel products but totally inexperienced in the intricacies of ship construction.

New facilities were constructed practically overnight in former corn fields, in vacant lots, and in other properties along rivers and inland streams. Thousands of people who never before had built ships, most of whom probably never had seen a combatant Naval ship, were hired, quickly trained, and set to work. Some contractors, lacking build-



A "bucket brigade" passes the ammunition from an LCI to the beach during the seizure of Rendova.

ings, started prefabricating work in tents as the program rushed forward in its early days.

Even the tremendous new facility construction program, however, was not enough to meet the invasion craft dead-line. Faced with a growing scarcity of materials, more facilities were needed immediately, so ways building or built for other Naval construction efforts, like the destroyer escort program, were used to fill the even more urgent needs for landing craft. Five East Coast U. S. Navy Yards, at Boston, New York, Philadelphia, Norfolk, and Charleston and the Newport News Shipbuilding Co., Newport News, Va., turned part of their enormous facilities to building landing craft with the result that the program was given a tremendous impetus.

The Maritime Commission assisted by contracting for and supervising the construction of landing craft in certain yards participating in this nation's vast merchant shipbuilding program.

Faced with the same growing materials scarcity increasingly meeting all war programs, it was found that delivery of certain landing craft was being delayed by production hold-ups of certain parts, seemingly unimportant in themselves, but vital to the completion of the entire ship. In mid-1942, therefore, the Bureau of Ships organized for the landing craft program a Materials Control Agency, with headquarters in New York City. This agency provided the most complete materials coordinating system ever achieved by any Naval shipbuilding program.

Eventually it was found that despite the efforts of the Materials Control Agency, certain parts could not be obtained in time because of previous priority commitments. With the cooperation of the War Production Board, the Navy was given the right of issuing overriding priority orders for materials needed for the landing craft program. Despite the fact that this program totalled more than one billion dollars, less than four million dollars worth of equipment—only three-fourths of one per cent of the purchase orders—was procured by use of the Navy's right of overriding priority.

As the vessels were turned over to the Government by the

Types of U. S. Navy Landing Craft

LST	.....	Landing Ship, Tank
LCI(L)	.....	Landing Craft, Infantry (Large)
LCVP	.....	Landing Craft, Vehicle, Personnel
LCM(3)	....	Landing Craft, Mechanized (Mark III)
LCT(5)	.....	Landing Craft, Tank (Mark V)
LCT(6)	.....	Landing Craft, Tank (Mark VI)
LCC	.....	Landing Craft, Control
LVT	.....	Landing Vehicle, Tracked (Unarmored)
LVT(A)	....	Landing Vehicle, Tracked (Armored)
LCR(L)	.....	Landing Craft, Rubber (Large)
LCR(S)	.....	Landing Craft, Rubber (Small)

Terminology: "Landing Ship" designates largest models, designed for landing; "Landing Craft" designates vessels smaller than ship; "Landing Vehicle" refers to amphibious vehicles.

various building yards, organizations were set up to take deliveries. For deliveries of all ships of 105-feet and larger from the inland yards, a landing craft ferry service was organized under the direct supervision of the District Coast Guard Office, St. Louis, Mo. From throughout the nation landing craft gradually converged to the Naval Operating Bases from which started the vast convoys overseas. Naval landing craft are still converging for future overseas operations.

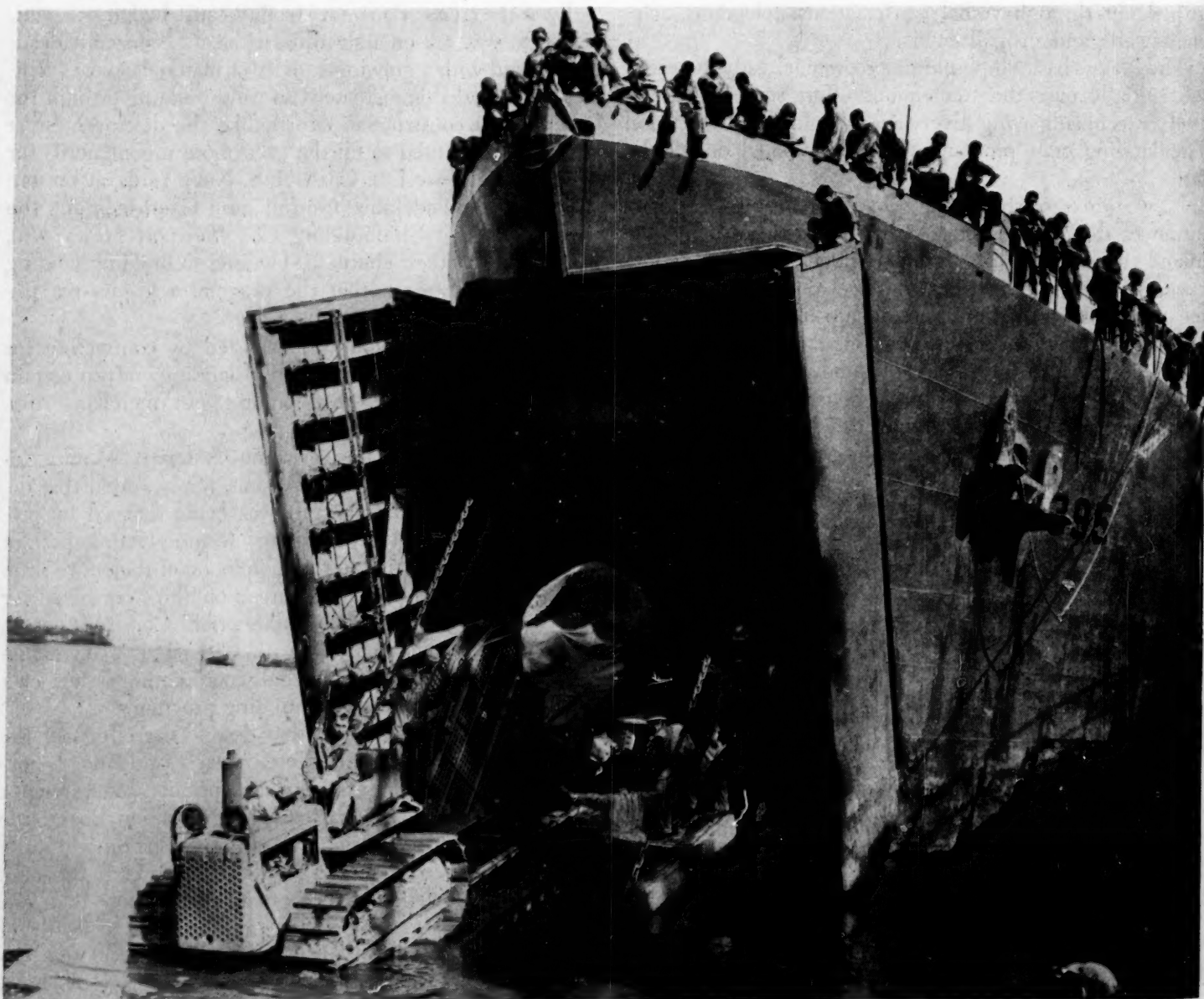
The recent official "Report on Navy Production," covering the period 1 July 1940 to 1 July 1943, indicated that 12,964 landing craft had been constructed in that 3-year period, aggregating 610,781 tons, at a cost of more than a billion dollars.

THE wisdom of this vast building program for amphibious operations has been effectively proved by the events of the past few months. The invasion of Italy would not have been possible without these new vessels, and they are certain to play a further part in operations in the European theater—perhaps in operations across the English Channel or the North Sea in the near future.

In the operations against Japan, these new vessels have also proved their worth. Marine and Army amphibious troops in the Pacific have found the "dragons" and their sister craft useful, not only for the purposes for which they were designed but for hundreds of other related uses. For instance, in their return trips from the combat zones LSTs have been found valuable for evacuating the wounded and for other purposes. The LCIs and LCTs have been utilized for veritable ferry services across considerable bodies of water in the island-dotted Pacific.

Among the latest operations in which these strange-looking craft have proved their worth are those at Bougainville, Makin, and Tarawa islands.

These vessels have already proved their ability to go places and to carry with them the weapons and supplies necessary to blast the road to the very heart of enemy countries. Marines have come to look upon them as a new kind of armada to carry them to the invasion shores of the old world. They look forward to the day—not too far distant, one hopes—when their blunt bows will be forced against the beaches of Japan itself and their doors opened to pour forth thousands of troops ready and eager to overrun Tokyo.



An LST, commonly known to Marines as the "Green Dragon" because of its color and immensity, lands on beach of Rendova.

British Invasion Craft^{*}

By Commander R. C. Todhunter, R.N.

THE progress of mechanization and the increase in the number of technical devices used by a modern army means that for every hundred thousand soldiers put into the fighting line, approximately thirty thousand tons of stores and equipment have to be provided per week to keep them a fighting unit.

Now that the invasion of Europe has started, the Nazis will no doubt do their best to destroy available ports. If they succeed, the bulk of equipment will have to be landed by means of special craft able to beach in shallow water and disembark men, vehicles, tanks, guns and stores directly across the beaches.

This problem had been appreciated in Britain before the war, and in September, 1938, the Committee of Imperial Defense set up the Inter-Services Training and Development Center, consisting of one officer from each Service, presided over by the Naval representative. It was administered by the Admiralty and given the job of producing a textbook on Combined Operations and designing and building prototypes of equipment and craft.

As a result, three different types of landing craft—one christened the Landing Craft Assault to carry men; one, the Landing Craft Mechanized to carry vehicles, and one, the Landing Craft Support, to provide support fire—were designed and produced. The first trials of the L.C.A. were carried out in the Clyde in August, 1939.

A limited number of craft was ordered in August, 1939, and these early models played an extremely useful part at Narvik and Dunkirk, although they were not used for the offensive purpose for which they were designed.

Production during 1940 continued on a small scale owing to manufacturing difficulties, but development proceeded and the first L.C.T. did her trials in the Mersey, Liverpool, in November, 1940. Although the early craft were produced by shipbuilding firms, it soon became clear that the available shipbuilding facilities were limited and it was necessary to call on the services of structural engineering firms, many of whom had never thought of building ships before. They set up shops on river banks where the parts, mostly prefabricated, were assembled.

Britain was already obtaining valuable help, in the form of engines, from the United States under Lend-Lease. During 1941 it was obvious that she could not meet her requirements from her own resources alone. In November, 1941, a small commission went to the United States to discuss the matter. At that time the United States was still at peace. They had some landing craft suitable for use in the Pacific, and in addition had just begun to build a few "Tank Lighters" similar to Britain's Landing Craft Mechanized.

At first the drawings of new and peculiar landing ships and craft did not rouse great enthusiasm; but after Pearl Harbor, Americans set about the job of producing them wholeheartedly.

The British commission produced general arrangement

drawings of the types of landing ships and craft required, and United States craftsmen adapted them as necessary and produced detailed drawings. There was no time to build prototypes, and although some of the types had never been built before, they went into mass production off the drawing board. Since then landing craft and special types of ship have poured out from American yards, built on the British model for the use of the United States and British forces.

Now for some of the difficulties that arise in the design of landing craft. Take the small craft first. They must be of sufficient size to carry a reasonable number of fully armed men and capable of considerable speed. Their size, and the necessity for armoring them and providing them with powerful engines, mean that they are far heavier than any ship's boat, but they must not draw more than three feet of water or the soldiers cannot get ashore.

The only way to reduce the draught is to increase the beam, but as the beam is increased the weight goes up again and it becomes more difficult to drive the craft through the water at the required speed. As they have to be hoisted in ships, there is a limit to the permissible size and weight, and even now special davits have to be designed and fitted in the ships selected to carry landing craft. In many cases the ships themselves have to be strengthened to take these davits, and fitted with additional generator capacity to provide the electric power to work them.

Any combined operation has little chance of success unless the landing craft can find the exact stretch of beach they are aiming for. In order to do this they must be fitted with an accurate compass. As a compass needle is affected by any magnetic material in close proximity to it, nothing magnetic—that is to say nothing made of steel—is allowed within six feet of it in a normal ship or boat. But you cannot place the compass six feet from the steel hull of a landing craft; and so all the steel in the vicinity has to be specially treated to make it non-magnetic.

The design of an ideal landing craft depends largely on such factors as the slope of beach on which it is to work, the opposition expected, the state of the sea, and the climate.

If you have a Tank Landing Craft, say two hundred feet long, drawing three feet forward and seven feet aft, the keel slopes four feet in two hundred feet, i.e., one in fifty. On any beach that is one in fifty or steeper, the craft will ground bows first in three feet of water; but if the beach is very flat, say one in two hundred, she will ground aft, and there will still be five feet of water at the bow, which may be too much for tanks or vehicles to wade.

If you are operating in the Pacific islands, instead of the Channel, you can do with more speed and less armor. In Arctic conditions you need to strengthen the hulls and prepare the engines to withstand ice and cold.

It is clear that you cannot keep an amphibious force "mounted" with the idea that it can be thrown into the battle in any part of the world. Actually the reverse is the case. Every time the scene of operations changes it means modifications to the ships and craft.

^{*}Condensed from *Britain*, October, 1943.



↑ Henderson Field is quickly repaired in order to receive U. S. planes.



↑ The first batch of Marines to land on Guadalcanal. These are genuine Leathernecks.



↑ Marines convert a captured Jap steam-roller to their own use in first stages of the reconstruction of Henderson Field.

→ Marines landing at Guadalcanal are helped by the air arm.

"Guadalcanal Diary"

Some stills from the 20th Century-Fox film version, showing how Hollywood recreated the Solomon Islands.



↑ The Marines land on Guadalcanal, and start to work their way inland (the hard way).

↓ The first push inland after having landed on Guadalcanal.



Marine Paintings Exhibited

By Sergeant Alvin M. Josephy, Jr., USMC

FIGHTING in the jungles and boondocks of Tulagi, Guadalcanal, Rendova, Munda and half a dozen other hot spots in the Pacific during the past year, Marines did not have much of what others might call "spare time." But, making use of what breathing spells they found, as their comrades washed or swam, wrote letters home, or just slept, a handful of Marines put on canvas for the folks back home a living "art record" of the scenes and events which to them had become commonplace, everyday life.

And beginning on November 10, the 168th anniversary of the Marine Corps, the American people in three cities, New York, Cincinnati and Chicago, were given an opportunity to view approximately 150 paintings and drawings of these front line combat artists. In three colorful exhibitions, this new phase of Marine activity vividly brought home some of the scenes and events which Marines in the Solomons have known and lived through.

The exhibits include water colors, oils, inks, crayons and pencil drawings by Marines who were trained to take their places in the line in the Marine tradition of "Every man a fighting man." The locales of the exhibitions themselves are testimonials to the high quality of the Marine paintings. New York City's Museum of Modern Art, Cincinnati's Taft Museum, and the Marshall Field Gallery in Chicago are all distinguished as outstanding art galleries in this country. As hosts to the Corps, they have brought the Marine works of art to the attention of large portions of the American public and to the art critics in the nation. All who have seen the exhibits so far have praised the works as sincere, realistic portrayals of Marine activity in this war.

Almost twenty artists, officers and enlisted men, are represented. Major Donald L. Dickson, USMC, who for four months was a regimental adjutant on Guadalcanal, is among the most popular, with his graphic watercolors of typical Leatherneck jungle fighters. One of his drawings, titled "Too Many, Too Close, Too Long," which shows a worn-out Marine after days of hard fighting in fever-ridden foxholes, was widely reprinted in the New York newspapers and in some of the national magazines.

Private Paul R. Ellsworth, a 20-year old Leatherneck, who was wounded on Bougainville, was also singled out for praise for some of his watercolors and pen and ink drawings, done earlier in other parts of the Pacific.

Receiving much attention were works by Technical Sergeant Herbert Hugh Laidman, USMC, who was with a Marine aviation unit on Henderson Field before coming down with malaria, Captain George M. Harding, USMC, who sent back watercolors of the fierce jungle fighting in the New Georgias, and Technical Sergeant Victor P.

Donahue, USMC, whose caricatures and cartoons are already well known to many. "The Stretcher Party," a pencil sketch by an unidentified Marine private which was found in an ambulance during the battle of the Matanikau River on October 8, 1942, was also the source of much interest and speculation as to the artist.

A collection of many of the paintings and drawings was also published in book form by Charles Scribner's Sons and the Hyperion Press under the title, *Marines At War*, and appeared on book stands on November 16.

The book, as well as the exhibitions, was prepared under the direction of Brigadier General Robert L. Denig, USMC, director of the Division of Public Relations.



Too Many, Too Close, Too Long. A watercolor by Major Donald L. Dickson, USMC. The artist writes: "This is a portrait of one of the 'Little Guys,' just plain worn out; his stamina and his spirit stretched beyond human endurance. He has had no real sleep for a long time. He hasn't had enough to eat. He wears all the clothes he owns. And he probably hasn't stopped ducking and fighting long enough to discover that he has malaria. He is going to discover it now, however. He is through."

There is no such thing as a good regiment and a bad regiment, but there is such a thing as a good colonel and a bad colonel.

—Napoleon.



Major General Clayton B. Vogel
Commanding General, FMF, San Diego area



Major General Seth Williams
The Quartermaster, HQMC



Major General Joseph C. Fegan
Commanding General, Camp Pendleton



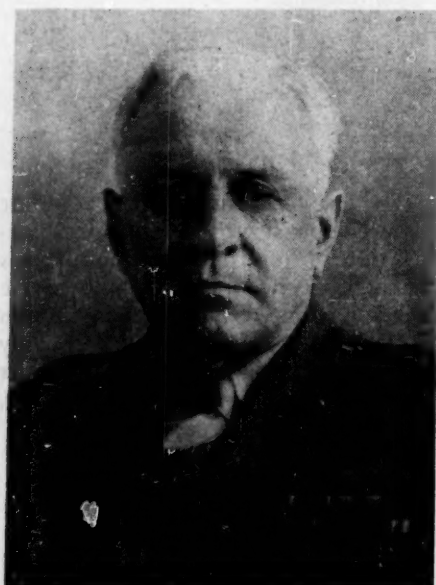
Brigadier General Clifton B. Cates
Commandant, Marine Corps School, Quantico



Brigadier General Leroy P. Hunt
Commanding General, Marine Forces,
14th Naval District



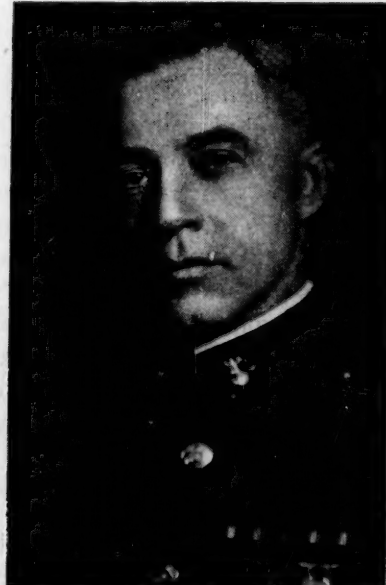
Brigadier General Pedro del Valle
President of the Marine Equipment Board,
Quantico



Brigadier General Walter N. Hill
President of Naval Examining Board,
Hq., Marine Corps



Brigadier General Robert L. Denig
Director of Public Relations, HQMC



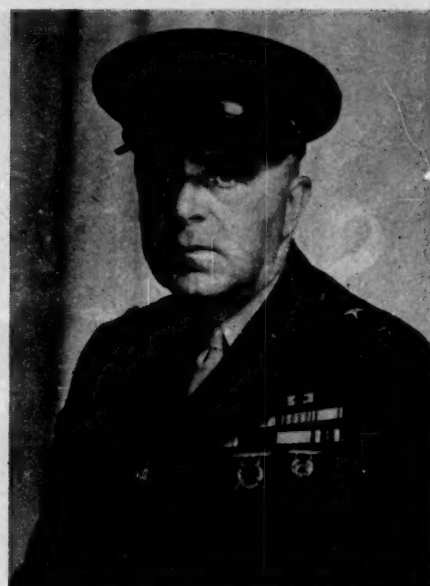
Brigadier General Earl C. Long
Commanding General, Supply Service,
1st Marine Amphibious Corps



Major General Philip H. Torrey
Commanding General, MB, Quantico



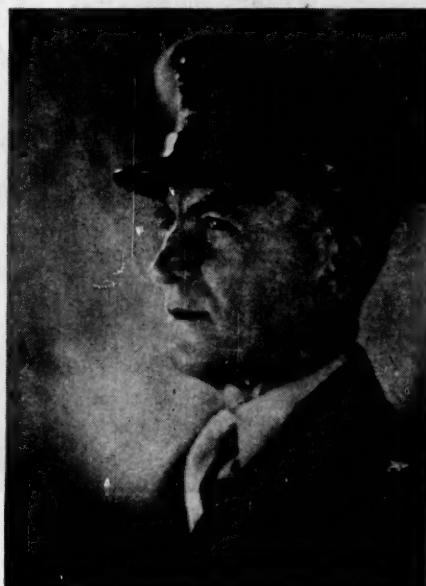
Major General Keller E. Rockey
Assistant Commandant, HQMC



Major General John Marston
Commanding General, Department of Pacific

"Know Your Generals"

This is the third in a series of recent
photographs of Marine Corps general
officers.



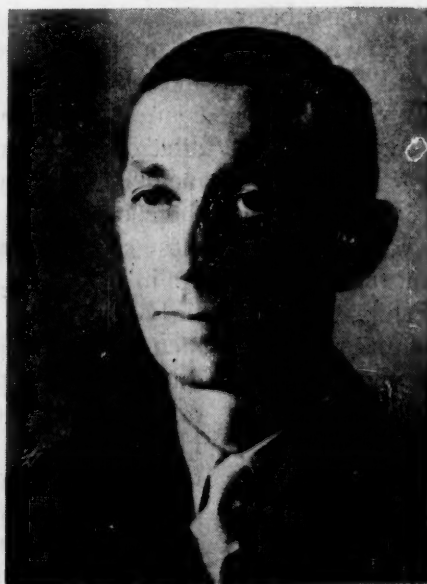
Brigadier General Harry K. Pickett
Commanding General, Troop Training Unit,
ATC, Pacific Fleet



Major General Henry L. Larsen
Commanding General, Camp Lejeune



Brigadier General Archie F. Howard
Commanding General, Guadalcanal area



Brigadier General Raymond R. Wright
The Paymaster, HQMC



Brigadier General Alphonse De Carre
Chief of Staff, Camp Pendleton



Sea Duty — War Style

By Major E. Ellsworth Sutphin, III, USMC

SEA DUTY for officers and men of the Marine Corps has undergone a considerable change during the first two years of this war. New weapons and instruments have been devised and installed on the ships of the fleet; new duties, new doctrines, and new routines have made their appearance. Procedures and installations have been tested in battle and adopted or revised. The Navy is geared for war, and the Marine detachments aboard the capital ships of the fleet have not been exempt from this constant transformation which is necessary in order to keep all ships at their fighting best.

"General Quarters" brings any vessel to prompt battle stations. At few other times is the efficiency of a fighting ship so perfectly demonstrated. As part of the gunnery department, marines aboard cruisers, battleships, and aircraft carriers operate various units of the antiaircraft battery and secondary battery. Until recent months a few light cruisers assigned marines to main battery turret stations. However, this practice has been almost universally abandoned in an effort to standardize all battle bills. Where, in 1941, a marine would operate a .50 caliber machine gun, he now mans a .20mm gun. Five-inch dual purpose guns have replaced the five-inch single purpose weapons on a majority of the ships.

Most Marine crews who manned 1.1-inch mounts before the war are now knocking down planes with their new 40-

mm twin or quadruple mounts. Marine officers find themselves assigned to various battle stations. Generally, throughout the fleet, they are utilized in automatic weapons or five-inch control stations. However, on some ships these officers are spotting for the main battery or even acting as evaluators in the combat information centers. This change-over means that schools preparing officers and men for duty afloat must indoctrinate them in the fundamentals of fire control and maintenance of these new weapons and their directors. All this information and training, vastly augmented by sea and combat experience, will further prepare these officers and men for future duty ashore, where in most cases, these same weapons and similar instruments are in use.

The increased change of personnel in Marine detachments aboard ships is a new factor which has been introduced in recent months. A turnover of about ten per cent of the enlisted men every three months is recommended by Headquarters. These men, when transferred, are already trained in automatic weapons, five-inch, or both, and will readily be utilized by other shore-based units. However, this quarterly turnover, increased occasionally by special promotion authorities from the Commandant, results in a changing organization with much more rapid promotions than heretofore. Outstanding men now have equal opportunity with those on shore stations for gaining special recog-

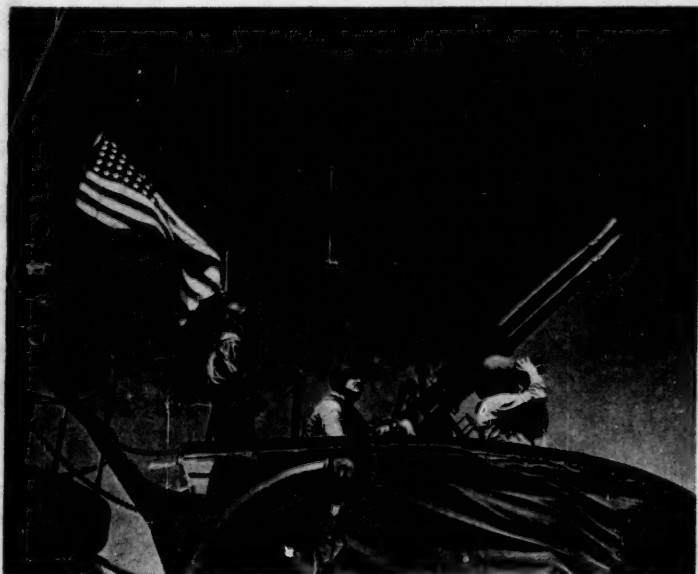


Leathernecks load .50 caliber ammunition into an AA gun at sea, to be ready for any emergency.

dition, whereas in the past, this was prevented by fixed tours of duty.

A marine's duties on shipboard consist mainly of ship's watches, gun watches, and routine ship's work. Ship's watches for marines are much the same as before the war. Admiral's orderlies and captain's orderlies, brig sentries, forecastle, gangway and dock sentries, all function with similar duties on all of the ships. Very seldom is the entire guard called away to pay homage to visiting officers. This is, in most cases, impossible because of gun watches, which are maintained in port as well as underway. Due to these gun watches, it is very seldom that a detachment commander can see his entire guard together at one time.

DURING the first year of war, gun watches for officers and men were exceedingly tiring and frequent. The ships of the fleet which were in the battle zones were required to maintain severe condition watches in order to provide adequate security. Today, with our vastly enlarged

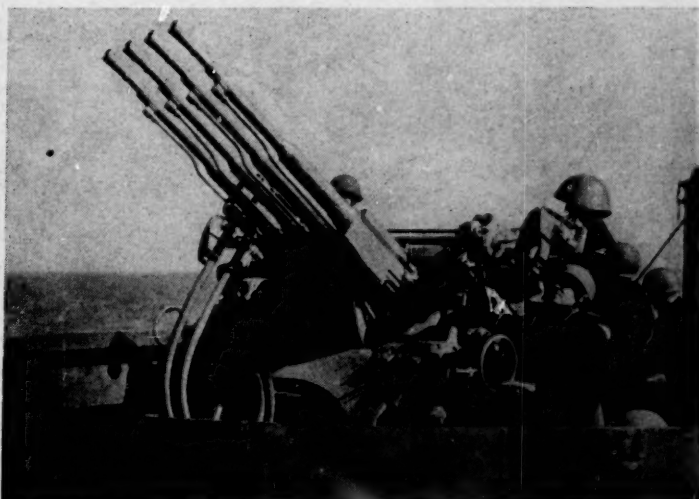


Antiaircraft protection is an important job at sea often assigned to Marines. This ack-ack crew is on guard in the Mediterranean combat zone.

fleet, gun watches have eased considerably, with no loss of efficiency.

It has been the custom throughout the fleet for the Marine officer to be the ship's legal officer. Any preparation in naval law prior to his duty afloat will be greatly to his advantage. The Marine officer seldom stands deck watches when the ship is underway. However, he must be prepared to stand watches on the quarterdeck when the ship is in port. Once the ship has weighed anchor, the Marine officer's additional duties, which in most cases consist of antiaircraft or secondary battery control, occupy more of his time than do his regular detachment duties.

Two hundred hours of individual instruction for the ship's detachment is considered minimum per year. This instruction is in subjects exclusive of gun drills or recognition training. A regular system of instruction for the detachment can include most of the subjects listed in MCO No. 186. Marines aboard aircraft carriers have the added advantage of a flight deck for close order drill. Other ships must forego this useful type of training until port is reached,



Marines often man the antiaircraft multiple pompoms, which are popularly known as "Chicago pianos."

and even then the opportunity is rare. Since time in port is scarce and usually is occupied mostly by working parties and liberty, the greater part of detachment instruction is given while the ship is underway.

Many commanding officers have found that the best time for this instruction is during condition watches on the various guns. Drill call for gun drills is routine. In addition to this is the all-important recognition training, which is usually conducted by the ship's recognition officer who is a specialist in this field.

The detachment property sergeant no longer has to include in his inventory field ranges, wall tents, and the like, because it is not anticipated that Marine detachments aboard ships will participate in expeditionary operations. He does, however, have to keep up with the changing climates and see that the detachment is properly clothed.

FIGHTING in the Aleutians calls for heavy sheepskins or parkas. Several months later, he may find his ship in the Solomons and the marines in utility garments—wishing they were allowed to wear shorts. Actually,

three basic uniforms are sufficient: winter service, summer service, and utility garments. Nothing can compare with the field shoes for shipboard use, for their composition soles grip slippery decks when leather fails. Just as the modern sailor always carries his knife, so should the sea-going Marine. This knife should be kept as accessible as his life belt.

By necessity, war causes the removal of many of the comforts that were previously found aboard ship. However, life in the Marine compartment is made as pleasant as possible. Increased ventilation and air conditioning facilities, along with comfortable spring bunks afford a good night's sleep. Phonographs and coffee pots are as much in evidence as ever, and are usually kept in constant operation. Radio units throughout the ship bring the latest news flashes and programs from the United States.

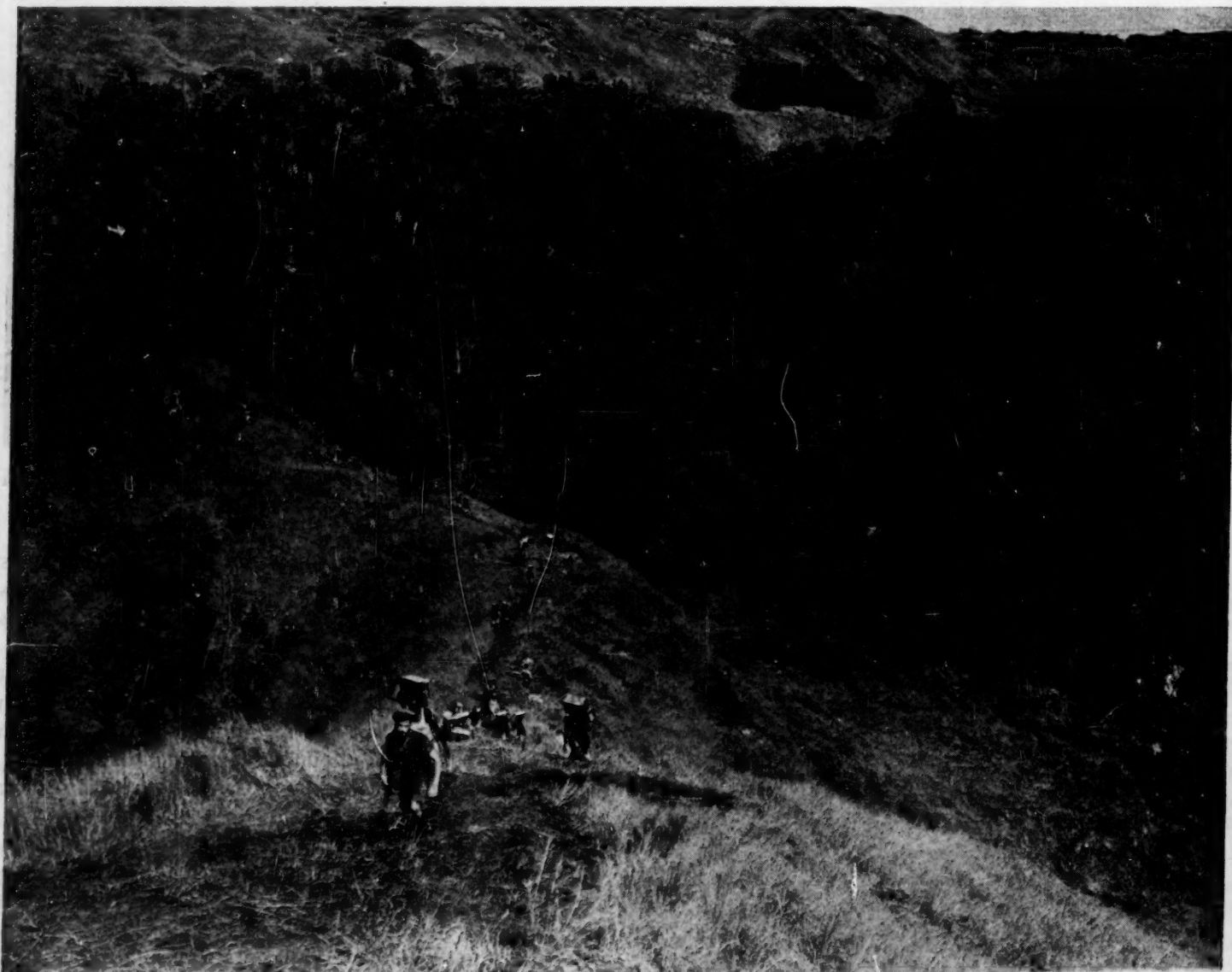
The ship's press news, usually printed daily, elaborates

further on world events, news from home, and happenings aboard the ship. Library, soda fountain, movies, and canteen provide a steady source of recreation, while occasional boxing bouts, contests, and "Happy Hours" mark special occasions.

Whenever and wherever the fleet moves, these marines are always with it. Marine-manned guns bombarded Guadalcanal to prepare the way for their buddies ashore. Marines were at Casablanca, Kiska, and Marcus.

The Marine detachment of the USS *Oklahoma* is working diligently on their ship, so that one day she will sail again and avenge the deaths of their comrades on that fateful December Seventh.

When Commodore Perry landed on Japan in 1853, his guard of honor was formed from his Marine detachments. They will be there again when the fleet sails into Tokyo Bay on that not too distant victory day.



This is typical of the terrain over which Marines fought in Guadalcanal—bare coral ridges with matted tropical growth at the base. Many of these jungle areas were alive with Jap snipers.

Signal Corps photo; cut courtesy *Infantry Journal*.

Lessons Learned at Guadalcanal

By Brigadier General Clifton B. Cates, USMC

Editor's Note: This is the third article from the memoirs of Brigadier General Clifton B. Cates, who commanded the First Marines on Guadalcanal. General Cates has previously described the Battle of the Tenaru River and the Japanese slaughter at Bloody Ridge.

FRIDAY, the 23rd of October, 1942, was another date that will go down in the history of the First Marines as one to remember. The Jap force that had landed west of Kokumbona ten days before had evidently been working its way eastward toward our right flank on the Matanikau River. For the preceding week it had been shelling our positions and the airfield with long range guns.

On the afternoon of the 22nd they opened up with fairly heavy artillery fire on scattered targets in our beach-head. Soon our artillery was replying. The firing continued into the night, when they shifted it, along with heavy mortar fire, to McKelvy's (Lieutenant Colonel William N. McKelvy, Jr.) 3rd Battalion at the mouth of the Matanikau.

Soon, evidence of enemy tanks and infantry activity was observed across the sand-spit at the mouth of the river. The battle was on in earnest.

Heavy infantry weapons' fire started from each side of the river, and a few minutes after the enemy barrage lifted, tanks were seen advancing across the narrow entrance at the beach.

Flares illuminated the targets, and our 3-inch guns on the half-tracks and 37mm guns were blazing away at the tanks. In the meantime, all twelve batteries of our artillery had opened up and were laying a heavy barrage just across the river.

One enemy tank after another was knocked out but the Jap infantry pressed right behind them and our machine gun and mortar fire caught them like rats in a trap. Also, our artillery was cutting them to pieces as they had to come right through our barrage.

The battle raged for about eight hours but finally the din of the firing died out and our positions were still intact. Only one tank had succeeded in crossing the sand-spit. After it had over-run two of our machine guns, one of our men disabled it by laying a grenade in its tread as it ran over his foxhole. A direct hit from one of our 3-inch guns blasted it back into the ocean.

When daylight came, nine enemy tanks were burning or disabled on the beach. Three more back in the woods had been destroyed by artillery fire. It is impossible to estimate correctly the Jap casualties but they must have been unusually high, as the woods were literally cut to ribbons by our artillery fire. Undoubtedly, it must have knocked out much of their artillery also as they had moved it well forward to support the attack.

About daybreak, a force of a few hundred Japs was seen advancing around the flank of a battalion of the Seventh Marines, on McKelvy's left. A heavy artillery concentration was laid on them and they took refuge in deep ravines.

Soon our aviators took up the chase and one dive-bomber after another blasted the enemy with 100 pound fragmentation bombs. Again they must have suffered extra high casualties. How many, we never knew, but we do know that they paid a terrific price for what little damage they did to us. McKelvy's battalion only lost two men killed and eleven men wounded in the entire operation. It seemed a miracle that we did not lose more.

McKelvy's battalion finally received the credit that was due it. The 1st and 2d Battalions had previously been given official commendation for their work at the Tenaru River. Now, the 3rd Battalion received a citation. Naturally, I was very proud.

I was fortunate in having three good battalion commanders in Lieutenant Colonel Leonard B. Cresswell of the 1st Battalion, Lieutenant Colonel Edwin A. Pollock of the 2d Battalion, and Lieutenant Colonel McKelvy of the 3rd Battalion. All were later decorated with Navy Crosses.

During this action along the Matanikau, one of the officers of the Seventh Marines fooled the Japs with one of their own typical stunts. They were trying to infiltrate around the ridges well up the river. As they advanced up a steep hill, this officer rushed to the crest with what he thought was a gunny-sack containing hand-grenades. The "grenades" turned out to be canned rations. Taking a chance on the element of surprise, he hurled can after can into the enemy's midst. They turned and fled down the hill and strangest of all, made no further effort in that area.

WE had previously turned over our sector on the Tenaru to an Army unit which had just arrived. It was thought best to give these new and untried troops a quiet, well-developed sector in which to get accustomed to Guadalcanal. Little did we realize that they would soon have the opportunity here to write a glorious page in their own history. This chance came on the night of 24-25th of October.



Staff of the First Marines on Guadalcanal. Colonel Cates is seated, in center.

After the attack on my 3rd Battalion at the Matanikau River, part of the Seventh Marines were withdrawn from the right of the Army unit and were replaced by an Army battalion west of the upper branches of the Ilu.

That night, a Japanese regiment made an attack in force down the grassy plain and through the woods against the Army's right. Soon after dark all hell broke loose in that sector and it kept up all night. There was terrific fire from machine guns, mortars, rifles, and hand-grenades, and the artillery laid a heavy barrage.

When dawn came, the Japs decided that they had had enough and started withdrawing. The open field and woods were littered with their dead and dying and it had all been in vain as they had not made a dent in the line. The total number of dead will never be known, but by 30th of October about 800 had already been buried and there were still a lot more. Counting the wounded, their casualties must have been near 3,000. Lieutenant Colonel Pollock cursed constantly after the attack. He claimed the First Marines should have been kept in that sector so that we could have had the fun of slaughtering another thousand or so Japs.

This attack also hit the left of the Seventh Marines, and they had their full share of the fighting and glory.

At daybreak, our aviators took up the chase, bombing and strafing enemy concentration points all day. They also put heavy fire on the Japanese positions in the vicinity of Kokumbona, evidently their command post and supply dumps, starting enormous fires.

To add to the Japs' misery, our Navy sent in a cruiser and four destroyers on the morning of the 29th of October to pour more than 6,000 shells into their positions near Kokumbona and to the westward to Cape Esperance.

I learned that the commanding general of the Japanese force was Major General Kawaguchi, whom I had known in Shanghai in 1938 and 1939. This was a little different from our previous social meetings. However, in Shanghai, we were only friendly on the surface, even then.

A SUMMARY of our stay on Guadalcanal makes me marvel at the stamina and endurance of our troops. We landed there after being en route for almost seven weeks. At the time of our arrival, I was very doubtful of



Some did not leave. A memorial service of the First Marines at the graves of their departed comrades. "They died that we might live."



Pulling out. The 3rd Battalion, First Marines, embarking on 15 December, 1942, after the 4½-month campaign.

our physical ability to stand the strain of all the adverse conditions—terrain, weather, shortages of clothing, food, equipment and other supplies required for personal comfort. Our casualties had been unusually light, considering those inflicted on the enemy.

During this period we assumed the offensive at every opportunity and gradually enlarged our beachhead to protect the landing strips from actual occupation and from long range artillery fire. Every time the Japs made an attack, we beat them off and inflicted heavy casualties upon them. We attacked them along the beaches on the east and west and compelled them to withdraw. We advanced along rivers, through coconut groves, through dense jungle, and up and down high ridges—the very worst kind of terrain for offensive work.

It would be foolish to hide the fact that we did have our difficulties. It was not only a fight against the Japanese but we had to overcome many other obstacles. Quite a few officers and men had to be evacuated for mental and physical breakdowns. The strain of being under daily aerial bombardment and nightly naval shelling and intermittent artillery firing, in addition to the ground fighting, was bound to have some bad effect, especially when troops were physically exhausted and their resistance was low.

Every advance or move that we made entailed an enormous amount of hard work. Foxholes had to be dug, gun emplacements prepared, fire lanes cut through the jungle, trails cut for supplies, telephone wires strung, ammunition and supply dumps moved. There were many other back-breaking jobs.

FINALLY, the time came for us to leave. The day before we started embarking we held a memorial service at the cemetery for our boys who had paid the supreme sacrifice. As we bowed our heads in prayer, we felt the full meaning of the phrase: "They died that we might live." After the brief ceremony, the men turned to and cleaned each of the graves as a final tribute to their friends and comrades.

Just before embarking to leave Guadalcanal, the following letter was published to the personnel of the 1st Marines:

1st MARINES, 1st MARINE DIVISION
FLEET MARINE FORCE

December 22, 1942.

From: The Commanding Officer.
To: Officers and Men, 1st Marines.
Subject: Excellent performance of duty.

1. I can pay no higher tribute to you than saying: "Well Done All." The Battle of Guadalcanal has been most successful and you have done your part—and a heroic part it was.

2. For four and one half months, under trying conditions, you have upheld every tradition of the Marine Corps and have added additional pages of glorious history. It is not necessary for us to expound our own accomplishments as the records speak for themselves; however, I feel that we can, without being egotistical, cite the following operations of ours as being most outstanding:

(a) The landing at Red Beach and advance of eight miles to the Lunga River and the slopes of Grassy Knoll on 7 and 8 August, 1942.

(b) The defense of the Tenaru River by the 2d Bn., and the offense of the Tenaru by the 1st Bn., on 21 August, in which an enemy force of approximately 1000 were annihilated.

(c) The defense along the South Tenaru during the Battle of Bloody Ridge by the 3rd Bn., on 13-14 September.

(d) The combat patrol along the Lunga River by the 1st Bn., on 17 September.

(e) The defense of, and the patrols west of, the Matanikau River, 23-31 October, by the 3rd Bn., in which 12 tanks and 600 enemy were destroyed.

(f) The combat patrols of the 2d Bn., on Grassy Knoll during the period 19-29 November, in which three enemy groups were attacked and about 150 killed.

(g) And, probably most outstanding of all, the most active and long distance patrolling of all units in which much infor-

mation of the enemy was secured, many weapons captured and heavy casualties inflicted upon the Japanese.

(h) The support given by the detachments from the Weapons Company in all of the defenses enumerated above.

3. This Regiment has inflicted extra heavy casualties on the enemy, a total of over 2100 killed, in addition to those wounded, while our total losses from air bombardment, naval gunfire, artillery and infantry was 106 killed or dead of wounds, one twentieth of what this unit inflicted upon the Japanese.

4. To Aviation, 11th Artillery, Special Weapons Battalion, "B" Company Tanks, and other supporting troops, we give full credit and appreciation for most valiant support in making our operations a success.

5. My sincere thanks and congratulations to you all. You have made a name for yourself that will live forever in the annals of history. Good luck and Bon Voyage.

C. B. CATES.

I wish I could paint a word picture of the men as they scrambled into the boats. They were certainly a nondescript looking outfit. Their clothing consisted of hats and caps of every description, tattered shirts, some of which were without backs, trousers of every kind—some cut off so short that they looked like "G" strings, badly worn shoes of all kinds—some wore Japanese sneakers. Very few of the men had any underwear or socks. Surprisingly enough, almost every one had his weapon and gas-mask and these weapons were all in excellent condition. A good Marine—and they were all excellent Marines—always takes good care of his arms even though everything else goes to pot.

As we took our last look at the rugged mountains of the island through a misty rain and heavy black clouds, through which the full moon occasionally showed, we all offered up a silent prayer.

Box Scores of American Combat Aircraft

Name and Location of Air Force	When	Enemy Loss	Our Loss	Rate
Army Air Forces	Dec. 7, 1941-Sept. 1, 1943	7,312 enemy planes	1,867 planes	Almost 4 to 1
Army Air Forces	March 1-Sept. 1, 1943	5,389 enemy planes	1,239 planes	Better than 4 to 1
Heavy Bombers	Jan. 1-June 30, 1943	1,333 enemy planes	316 planes	Better than 4 to 1
Medium Bombers	Jan. 1-June 30, 1943	113 enemy planes	69 planes	Almost 2 to 1
Fighters	Jan. 1-June 30, 1943	763 enemy planes	375 planes	Better than 2 to 1
Fortress of 8th American Air Force based in Britain	Month of July, 1943 while dropping 3,600 tons of bombs on enemy targets.	500 German fighters	108 Fortresses	Better than 4 to 1
Eighth and Ninth American Air Forces over Sicily, Sardinia and Southern Italy	Month of July, 1943 while dropping 12,460 tons of bombs.	342 enemy planes	190 planes	Almost 2 to 1
Fourteenth American Air Force—China	13 Months from July 4, 1942 to August 4, 1943.	442 enemy planes	51 planes	Almost 9 to 1
Navy—North Solomons	First 10 days of last June's Offensive.	199 enemy planes	34 planes	Better than 5 to 1

Are We Fighting All the Fascists?

By Orson Welles

This speech was delivered recently to the members of the Overseas Press Club in New York and is reprinted here by special permission of Mr. Welles.

I'M not going to tell you what's wrong with the world or how to cure it—I play no Messianic rôle at this assembly. I bring you no ready-made millenniums. It's my good luck to have at this meeting the attention of important men in positions of an immense and solemn responsibility. I'm not flattering that importance; only reminding you of it. I'm not here to advise you, but to cheer you on.

I assume we're all agreed that the two sides fighting this war aren't perfectly separated by the battle-fronts, that my listeners acknowledge Fascism as our common enemy and its destruction everywhere on earth as our common cause. The armies of our United Nations seem pretty sure by now that they're going to lick the hell out of the Fascists. It seems the only question is: how soon? Here's another question: are we fighting all the Fascists? Certainly we're doing business with a lot of them, and the Fascist viewpoint has its spokesmen in our own newspapers and in our American government.

I hope no one will understand me to have said that we have a Fascist administration or a pro-Fascist journalism. I merely repeat an opinion widely held, that our free press is sometimes and in some places in the hands of freedom's enemies. I state only the clear fact that our democracy tolerates the very champions of intolerance.

I doubt if there are any here who still protest as late as 1943 that giving the news isn't giving an opinion; that news is neutral; that news is fact. If you are present, I say to you that fact is truth and lies are at war with truth. That neutrals are on the side of the aggressor. That your neutrality aids and sustains the enemy. That putting the truth on the offensive is your job. And if you ask me what is truth, I will remind you of a man who asked that question before. You can't hope for refuge in the neutrality of Pontius Pilate. You can't have forgotten that the freedom of your press is based on certain truths held to be self-evident.

Nobody in this room wants Fascism. Does anybody recognize another alternative to progress?

Do I hear that America can stand still without going backwards?

Is it disputed that forward is the only direction for those who would escape Fascism?

Or are there those who call this an over-simplification of terms. Does "Fascism" sound like loose and Leftish generalization? In the murky conversations of manipulative diplomacy, I have encountered more aversion to the word than to the idea meant by it.

Give us another word if you like. Now that the Fascist armies are on the run, let journalism find us a new brand for tyranny, for militant cynicism, for lynch justice and gangster law. We'll need a word if Fascism won't do.

Meanwhile Fascism must stand, not alone for what our soldiers oppose in far places, but for what opposes freedom

even here at home. You recognize the strength of that opposition. I hope nobody thinks it cannot finally win. We have been shown how that complacency prepares the way in a Democracy for Fascism's success.

Does anybody here believe Democracy is self-perpetuating? Democracy is no protection. It's something to protect. Democracy isn't a comfort; it's a cause. It isn't where we came from; it's where we're going.

I speak, of course, of economic as well as political Democracy. Neither has reality without the other.

It's a fact that no matter how you spell it, Democracy still offers freedom for anybody to do anything lawful he wants to, and unhappily, what is still lawful is the freedom to take away freedom.

As long as the four freedoms guarantee the safety of the opponents of freedom, that is precisely all that the four freedoms can guarantee, and no one is safe except the enemy. As long as freedom of worship includes devil worship, the adoration of the Fascist anti-Christ—as long as freedom of speech permits men to speak against freedom of speech—against freedom itself—just so long, the other two freedoms can never be realized—and Want and Fear will live among us and prosper.

The freedom to take away freedom is the fifth freedom, and the hope of the fifth column.

Against this assault on freedom stands the free press. I am here in the name of your readers to celebrate that stand—to urge you to stand fast.

In that new diplomacy which the peace will surely develop, journalism will find an active and a valid place. Already in this war journalism has earned new, very sober respect. In the past it was too often so that our correspondents saw only what they wanted to see. This time they've proved they've wanted to see everything there was to see, and they've told us, perhaps, even a little more than they were supposed to. Never before have Americans known so well the course of their affairs.

It would appear that the inhabitants of the world are about to inherit the world. Newspapers have helped prepare them for that inheritance. If the people are ready at last to take into their hands the big job that goes with an orderly and just peace, their capacities owe a debt to this new sort of correspondent who's taken dictation accurately and at high speed from history itself.

The news that came to us from the conference in Moscow was the news of a great victory. An objective had been fairly gained. Democratic man stands now on a high promontory from which he sees at last the world he dreamed of—the healthy, friendly, abundant world he still is fighting for. That world of his is a weary distance from today.

Don't let him forget that. The advocates of defeat—the isolationists, the counter-revolutionists are preparing for a terrible burden of despair. You can lighten that burden. You are the scouts—mark his path for him, and mark it well. Name his enemies. Teach him the value of his vote—believe in him as he believes in you.

The Smoothest Production Line

By Colonel Charles A. Wynn, USMC

FOR many months now I have watched the working, in detail, of one of the smoothest production lines in the world. When I have finished explaining how it works I do not believe that anyone, even in the Marine Corps, will dispute my contention. I refer to the overall operation of the Recruit Depot, Marine Barracks, Parris Island, South Carolina, a part of the command of Major General E. P. Moses, whose long experience all over the world has ideally fitted him to supervise, not only the training of recruits, but all the other activities of Parris Island as well. While I am, at the moment, in command of the Recruit Depot, most of my experience with it has been as executive officer, under the command of Colonel Harry L. Smith, who was in command on that eventful day when the Japs turned the world upside down.

Parris Island's Recruit Depot has always been consecrated to the task of preparing marines for war and peacetime duties all over the world. It has been famous for that for decades, especially the decades including the two most recent wars. One has but to mention two letters, "P.I.," to cause any marine to prick up his ears and listen, either because he has heard all about it from other marines, or has himself cut his Marine Corps teeth in the sand and boon-docks of Parris Island. Parris Island marines, officers and men, distinguished themselves during World War I. Since that time they have sustained a name for themselves, hitting the headlines with envy-provoking regularity, in Haiti, Santo Domingo, Nicaragua, China, in national rifle matches, in Olympic games, and wherever they might be called upon to perform their varied duties. The most important has always been, of course, as the spearhead of landing parties, thus giving rise to the saying that "The marines are always the first to fight." It also explains why the marines dislike to be compared to commandos, or have their landings referred to as "commando-like tactics." As a matter of fact the marines have always been "commandos," and the work of the famous commandos is based on tricks long ago perfected by the Leathernecks—a large majority of whom got their "boot training" on Parris Island. It would be better to refer to commandos as "fighters who have adopted the time-tried tactics of the Leathernecks."

The Recruit Depot has expanded and contracted more times than even the oldsters know. Men return to the Corps now who went through their boot training here in 1917, and scarcely remember any of the landmarks of those days. Men who served here in 1921 recall only that Recruit Depot Headquarters was somewhere in the vicinity of the present site of the bandshell where certain concrete foundations are located. The Recruit Depot guardhouse used to be somewhere in the middle of what is now the area from which today's thousands of recruits watch the open-air movies. At another time Recruit Depot Headquarters occupied some old buildings which are now used by field musics and the cooks and bakers school. There has, indeed, been much shifting to meet current demands. And that has been one of the great things about the Recruit Depot—its



Colonel C. A. Wynn, C.O., Recruit Depot, Parris Island.

ability to expand beyond all limits, or to contract to current needs. It has become almost an automatic operation.

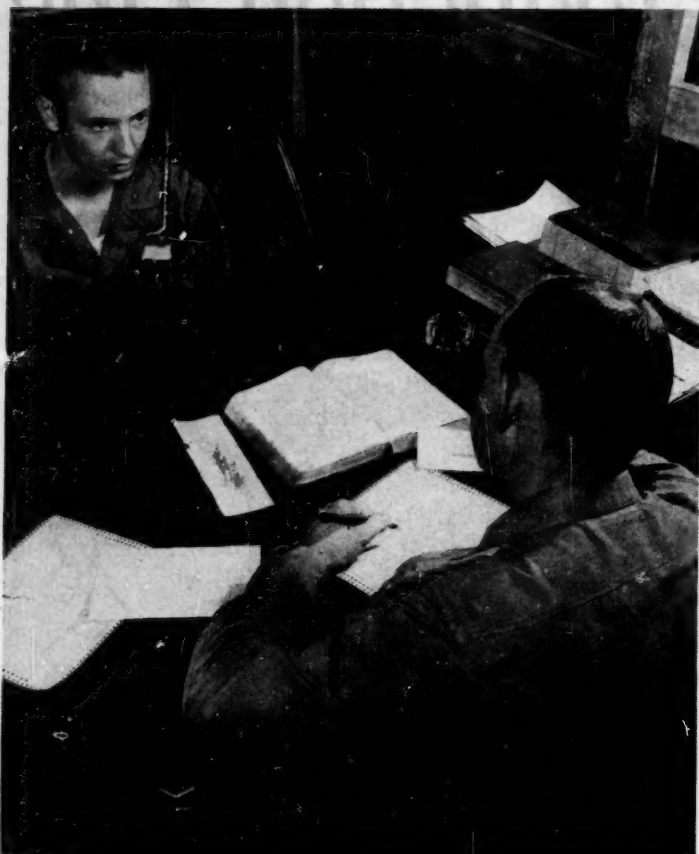
Now, the Recruit Depot occupies what all ex-Parris Island marines know as the East Wing, the West Camp (formerly the West Wing), the Farm Area and the Quonset Hut Area, while part of one battalion is quartered in the new brick buildings comprising most of the Main Station, in which also are housed the officers of Recruit Depot Headquarters, across the street from the Administration Building, in which General Moses has his own offices and those of many of his department heads. It is a closely-knit, efficiently run, organization.

ALL sorts of activities may be seen on Parris Island, in the Recruit Depot, at one and the same time. In through the windows of Recruit Depot Headquarters comes the chanting of the drill instructors:

"One! Two! Three! Four!"

The striking of many feet in perfect unison upon the curved concrete road, indicates that one or more, anywhere up to a dozen, platoons are passing Headquarters for any one, or all, of several purposes. To draw clothing at the Clothing Room, to mark clothing already drawn at the end of the same building; that a platoon has just returned from the Rifle Range and is drawing "greens," or having alterations done at the tailor shop. The street which passes Headquarters is one of the busiest of all streets, resounding continually to the rhythm of marching feet.

And while these platoons move into their part of the production line, losing themselves in the Clothing Room



"What did you do in civilian life?" A recruit answers a maze of questions while an old timer helps him fill out his ability classification card.

and the tailor shop, or in the Post Lyceum where special lectures are held, many other activities are under way. Platoons are visiting the Main Station Post Exchange, for a variety of purposes: to buy necessities, to visit the cobbler, or to visit the barbershop. The Post Office is a busy place, too. And in the rear of the PX, platoons are being taught, en masse, the tricks of keeping afloat in two swimming pools, shared in the afternoon by the enlisted men and their families. Every place is busy. Then, beyond the Main Station Post Exchange, as you travel westward, it is difficult to make up one's mind just which way to look. One misses something either way, unless one is a Parris Island drill instructor, with eyes all around his head. On the left is the Dental Dispensary, where men get the most modern dental treatment afforded anywhere in the world.

Just beyond the Dental Dispensary, on the left, is the parade ground used by the Officer Candidates' Class, which occupies one end, that nearest the Main Station, of the Farm Area—so-called because the Post Farm is somewhere beyond the barracks—and on which, from dawn to dusk, candidates for the much coveted commissions in the Marine Corps give all they have to prove that they merit such commissions. Commanding the Eighth Battalion, which consists entirely of candidates, is Major John L. O'Connell, a young officer who realizes the importance of his job, as evidenced by the snappy performance of the men at drill. There candidates are drilled by regulation Parris Island drill instructors, who take pride in turning out officers of whom they won't at any later date be ashamed. They, as well as O'Connell, appreciate their responsibilities. Here is, at least, one all-important fact of tomorrow's Marine

Corps. From this class may be coming, right now, future colonels and generals, perhaps future commandants of the Corps. When one thinks of this, one becomes very thoughtful indeed, and definitely opposed to any suggestion, on the part of anyone, including oneself, of doing less than one is capable of doing, come war or peace. It is a solemn thing to hold in one's hands the future of so many men—and everybody connected with the Recruit Depot is indoctrinated with this thought. Moreover, every recruit, from the moment he reaches the Hygienic Unit, knows what is expected of him, and is told how to meet those expectations.

Beyond the Candidates' parade ground is a second parade ground, used by the First Battalion, commanded by Captain Bertrand Cox, and the Second, commanded by Captain Norman L. Arnold. These battalions occupy the rest of the Farm Area, double-decker squadrons, and are fed in four huge messhalls directly in rear of the double-deckers; messhalls T, CC, U, and V. These messhalls are operated mostly by oldtimers, which statement can be confusing. An oldtimer on Parris Island is really any man who has graduated from Boot Camp. Why? Because when he finishes in the Recruit Depot he has "learned the score" so thoroughly that the oldtimer can tell him little—except about foreign shores he hasn't yet had a chance to visit. Aside from that, he can hold up his own with anybody.

Just beyond the second small parade ground, on the left, as you follow the road-street from the Main Station (its proper name is Boulevard de France, until it reaches the Triangle PX, when it becomes Malecon Drive) are over 200 Quonset Huts which are always occupied. In and around them, whenever there is space, the "boots" drill, are lectured to, or go through calisthenics, physical drill under arms, or run the bayonet course. The Quonset Hut area is self-contained in that everything except the messhall is a Quonset Hut—not forgetting the Recreation Huts which cast their shadows, when the sun is right, over the Quonset Huts nearest Boulevard de France. Just beyond the Recreation Huts, where Boulevard de France splits away from Malecon Drive to by-pass the Triangle PX and Triangle Garage, are the buildings of unpainted wood, set aside for Classification—in which every "boot" finds out another segment of "the score." He finds out, in certain tests, just how fast he can learn, what he may hope to attain in the Marine Corps, all under the supervision of First Lieutenant W. J. Sims.

The officers of the Twelfth, Ninth, and Thirteenth Battalions, which occupy the Quonset Huts, are in "AA" Building, one of the Farm Area double-deckers. First Lieutenant Guilmet, who was a Sergeant Major on December 7, 1941, and saw the swift expansion of the Recruit Depot, commands the Twelfth; Captain Thomas Tighe, son of Colonel Tighe, also of the Marines, commands the Ninth Battalion, while Captain Enholm, of First World War fame, commands the Thirteenth—without superstition.

ON the right, going in the same direction, is the big parade ground which marines all over the world must remember, because it has always been the main parade ground. Here, in ankle-deep sand, marines trained during World War One, under some of the toughest drill instructors ever to be developed anywhere; and from here, sent into

action by officers also developed, in many cases, by those same drill instructors, marines went into action in France—and stopped the Germans cold at Belleau Wood and Chateau Thierry. One can almost hear those old drill instructors, most of whom have vanished without trace, save in our memories, barking their commands across the main parade, now covered with asphalt. One can *easily* hear the rhythmic marching of the men they trained, because a new generation, with just as much determination, drills across the self-same parade ground—and many have already “drilled” their fair share of Jap skulls in the Southwest Pacific. Just as many men did not come back from the First World War, so many will not come back from this one. Still, it's easy to hear them—still marching.

Over to the right, beyond the Parade Ground, Major Roscoe Ellis, Recruit Depot Quartermaster, sits in his web of equipment and waits for “boots” commanded by NCO's, to come and take it off his hands. He has a thoroughly efficient and smoothly operating method of issuing rifles, bayonets, packs, mess gear, and what ever else the recruits need. He's had long experience in doing it. He can do anything required of him, as easily as falling off the proverbial log. With him, as armorer, is First Sergeant Logiudice, to name but one of a staff of efficient men and NCO's whose lecture on the care of the rifle thousands of marines will remember with gratitude, all over the world. If they all did as he told them to, their rifles, when called upon, were in condition to wreak havoc on the enemy. The headlines seem to indicate that they did all right.

In the double-deckers of the East Wing, besides the

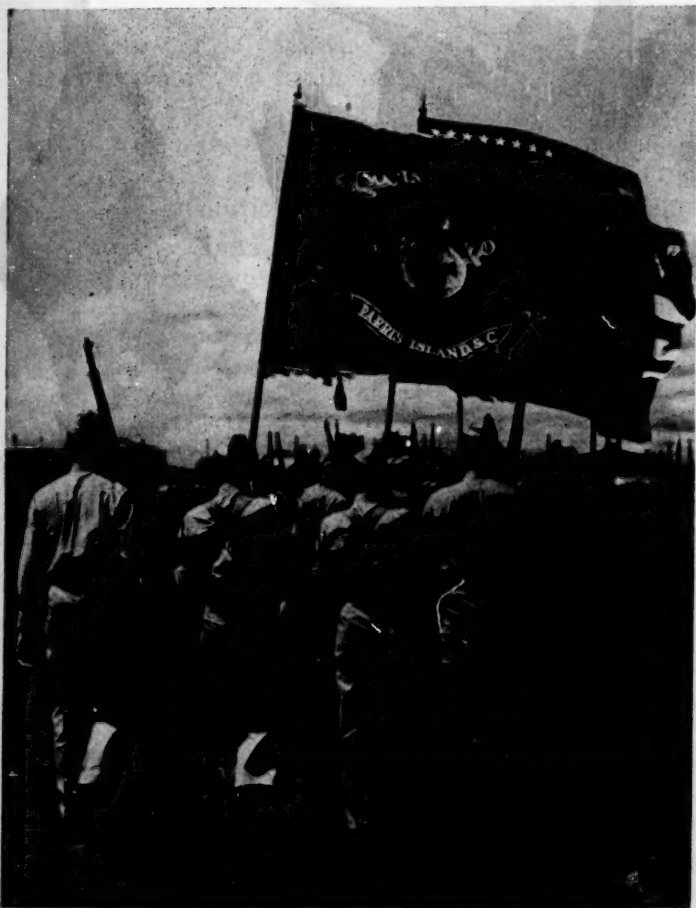
field musics under First Lieutenant Brigham, and the Casual Company under Marine Gunner Hughes, parts of two battalions are housed: The Third Battalion, under First Lieutenant Swartz, which battalion also has the famous “Section Two,” of which all of us are so proud, because it teaches men to read and write who never expected to, and returns them, with their heads held high, to regular duty, with the admonition to keep up their studies on their own, so they'll be able, when they go home, really to appreciate the grand new world the printed word has opened to them. The Tenth Battalion, under Captain Ethelred P. Horn III, is another regular Recruit Battalion which should thank its stars for the main parade ground with its traditions and its memories of past glories. They eat in messhalls “W” and “X.” On this parade in times gone by, the famous Captain Jimmy Waite trained recruits, using a new language that was strictly his own. Here, too, the Brodstroms, whose fame has been perpetuated in bronze near the slip in which marines of yesterday used to learn to swim, began their march to fame. They, like Waite and so very many others, did most of their fighting by proxy; but without them the marines would have lost every fight instead of winning them. This we must remember, we who train men for battle—our work is as important as combat, for without it combat would be a farce and a bloody tragedy to the marines. As it is . . . but we don't have to keep repeating what all the world knows.

BEYOND the Farm Area double-deckers, the Quonset Huts, and the East Wing, caught up in the diverging horns formed by Boulevard de France and Malecon Drive, is the West Camp, sometimes referred to as the PB-Area, because all the numbered, single-deck, lengthy barracks prefix their numbers with the letters PB. In this area are the remainder of our battalions. The Fourth Battalion under command of Captain Donald J. Kendall, Jr., son of Colonel Donald J. Kendall, who left here as Chief of Staff to General Moses, to assume command of the marines in Panama. This battalion has a small parade ground, mostly consisting of dust—and mud when it rains—and gets its meals from messhall HH, one of the two biggest messhalls on the island, the other being GG, in this same area.

The Fifth Recruit Battalion, commanded by Captain H. B. Malmar, is housed in this sprawling area, which went up so fast after the war started, that new platoons stood around quietly and waited for the carpenters to leave so they could unload their bunks from waiting trucks and take possession. Captain Malmar is another World War officer, whose experience qualifies him to train young men with deep understanding.

The Sixth Battalion is in this area, too, and is commanded by Captain P. F. D. Elser, who spends practically all of his time with his men, making sure that the Recruit Depot's motto “Let's be damned sure that no boy's ghost will ever say, ‘if your training program had only done its job,’” is carried out. He is a conscientious officer who would rather do just one thing than train recruits—go out to combat. May he, as all of us, one day attain his desire; though his going will be a distinct loss to recruits.

The Eleventh Recruit Battalion is commanded by Captain C. W. Creaser, also of World War I, a man who under-

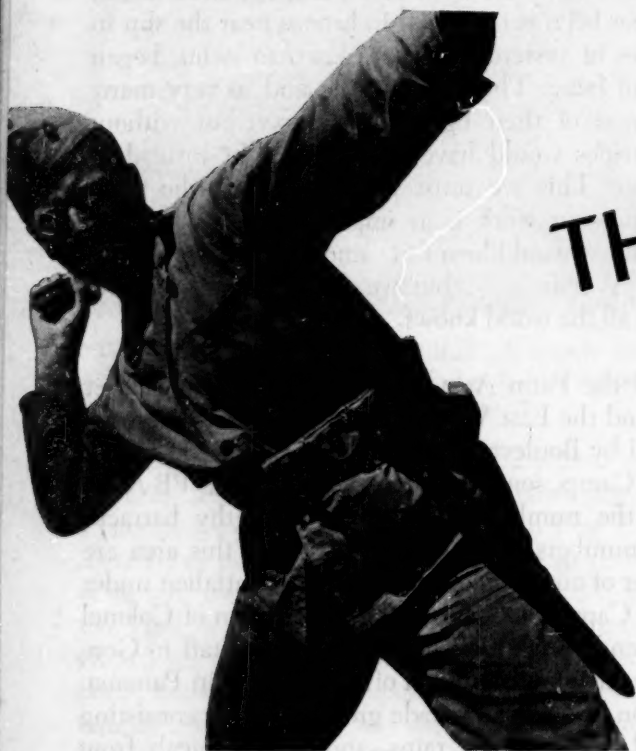


With colors and Marine Flag proudly flying, boots learn to march and drill.

→
Left, right! The cadence of thousands of marching feet resound in P.I. company streets.



↓
Learning the proper way to throw a hand grenade is a vital part of the recruit's basic training.



THE SMOOTHEST PRODUCTION LINE



↑ Camouflage and sniping are important subjects for the boot to learn. Some day soon his life may depend upon them.



←
"Hit the deck!" Equipped with gas masks and with rifles at high port, the boots learn how to advance by rushes across open (but muddy) terrain.

stands young men especially, because much of his time, just prior to his return to the Marine Corps, was spent teaching young men in schools and colleges of New England, the very things he is being called upon to teach them here. He can, they say, look further into recruits than almost any other man on Parris Island—and they soon learn that it is very foolish to try to pull the wool over his eyes.

In the same office with Captain Creaser, commanding the Seventh Battalion, is Captain R. J. Scherer, recently back from Guadalcanal—where he learned the true worth of all we do at Parris Island, and offers only few suggestions for changes, because he knows that already the Recruit Depot has anticipated the needs of the men who go out to kill or be killed—but mostly to kill, and with grim efficiency.

It would be wrong to mention the Recruit Depot without giving the Senior Drill Instructors their just due. Therefore I mention them by themselves, doing them what honor I can. Master Gunnery Sergeant Bennett runs the First Battalion on the field, where he has been doing exactly that since before Pearl Harbor. Mention something to Bennett, and it is done, no need to check back on it. The same is true of Gunnery Sergeant Hiott, of the Second, Fitzgerald of the Third, McCurdy of the Fourth, Stanton of the Fifth, Brown of the Sixth, Phillips of the Seventh, Simon of the Eighth (also just returned from Guadalcanal, Abernathy of the Ninth, Owenby of the Tenth, Watson of the Eleventh, Tarr (what a name for a marine!) of the Twelfth, Lamb of the Thirteenth.

I mention, too, Master Gunnery Sergeant Mayson, in charge of the Hygienic Unit, through which all recruits must pass, and to Master Gunnery Sergeant "Lou" Diamond, assisting him for the moment, and literally shooing the youngsters through the task of getting themselves cleaned up for the tasks ahead. No need to talk of Diamond, one of our truly famous ones. This is the hopper, the machine, the production line. Drill instructors receive their men at Recruit Depot Headquarters, platoons of 64 or 74 men, and the machinery begins to grind. Seven weeks, plus forming and classification days. Later, those same marines go forth, sure of themselves, to take their next steps, which lead to—who knows?

It is difficult to know just where to make an end when it comes to giving proper credit for the work done at the Recruit Depot. There are twelve first sergeants and several sergeants major laboring in the Depot to keep the wheels of the production line turning. Gunnery Sergeant Klose, acting as first sergeant of the First Battalion, was a drill instructor a few weeks ago. Sergeant Major N. B. White acts as first sergeant of the Second Battalion, Platoon Sergeant Sizemore of the Third, First Sergeant Thomas of the Fourth, Sergeant Major Tyson of the Fifth, M. E. Luckie is First Sergeant of the Sixth, Platoon Sergeant Kreitz of the Seventh, Staff Sergeant Bolin of the Eighth, Sergeant Major T. H. Mills of the Ninth, Staff Sergeant Danley of the Tenth, the Eleventh has First Sergeant D. A. Platt, First Sergeant V. E. Burgess has the Twelfth, First Sergeant Copeland the Thirteenth.

In the Headquarters office itself, officers and enlisted men work together as few blood-relative families work together, to make this machine actually work. Sergeant



A BOOT WINS HIS SPURS.

Left to right: Recruit about to get medal awarded for rifle marksmanship; Lieutenant Colonel Peter Conachey (background); Captain T. J. Saunders, PRO; Major General E. P. Moses; Colonel C. A. Wynn.

Major Nash, Gyro-compass for the Depot, sits across from the Executive Officer, Lieutenant Colonel Conachy—and as they compare notes on details, history is made on the drill field. First Lieutenant Hartkopf is the Recruit Depot Adjutant whom nothing seriously disturbs; nothing that is that can't be blown away in the smoke of his pipe, always in operation, perhaps for that very purpose.

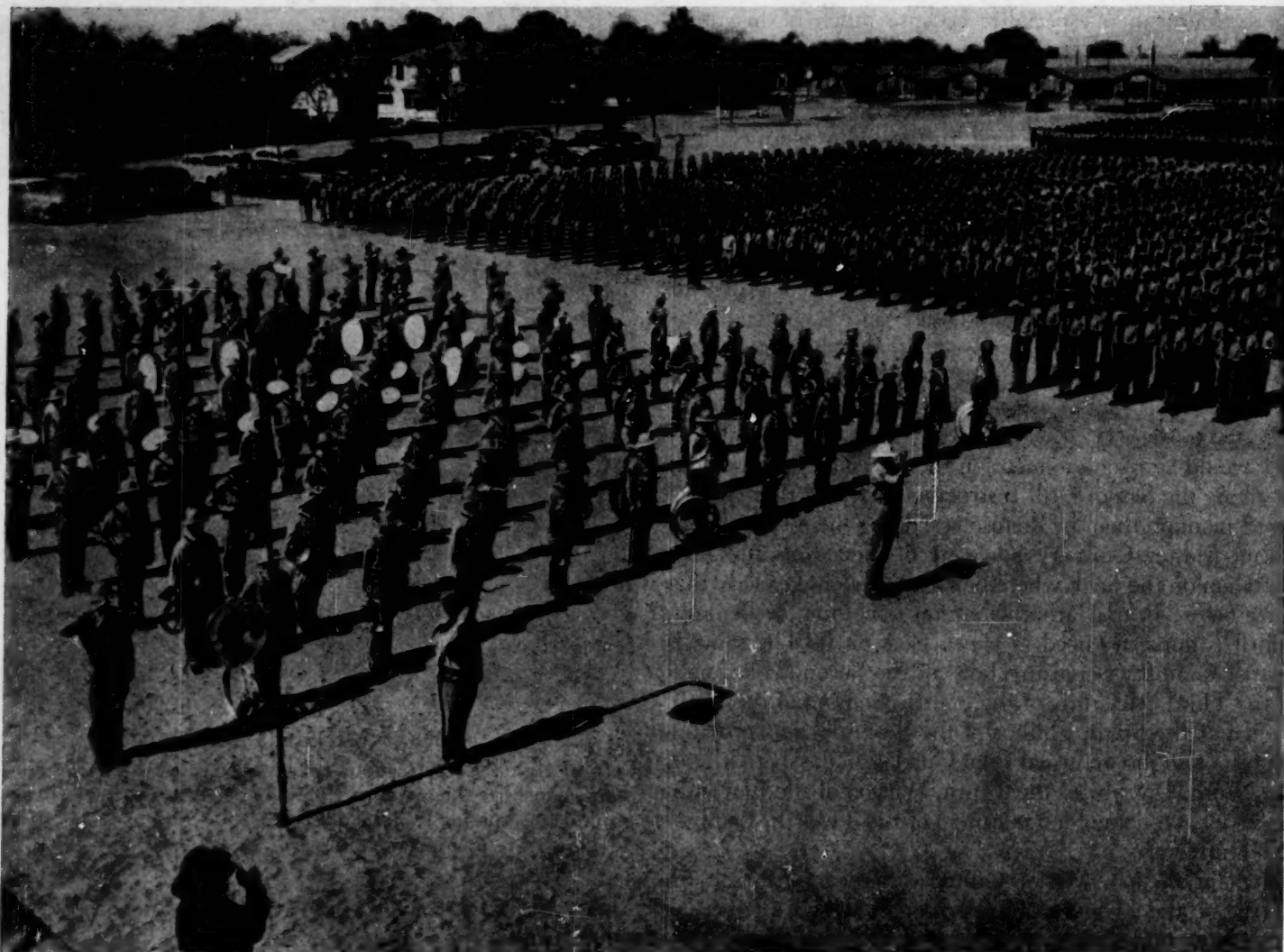
Gunnery Sergeant Tildes handles the legal end, writing up deck courts and checking on the summary courts that are frequently held for lads who can't believe it can happen to them.

First Sergeant McNally handles the Transfer Section. The whole circulatory system of the Depot has trusted and efficient enlisted men for its framework. NCO's here as on the field, are the backbone of the military service. To list them all would mean, simply the submission of a roster.

The training office operates under Major Arthur J. Burks, the countless details worked out by Platoon Sergeants Wright and Brown, who thus are in position to know a great deal about the Recruit Depot. No one man can possibly know it all.

Here, in the Recruit Depot, it is proved that the best run organization is the least "managed," and that an organization is truly efficient if its head can absent himself without harm to his command. It hasn't been entirely the picking of the right men for the right place, as much as it has been that the right men, when an emergency arose, appeared out of nowhere and took over their jobs.

None of the above mentioned activities would be possible, or successful, without the sure coöperation of the Rifle Range, under Major A. H. Moe. And of course behind it all,



On parade. Boots no longer, but well-trained Marines, they present arms as the band plays the National Anthem.

keeping the men fit and able to train, are the medical personnel. The Post Dispensary is a busy place, even when all hands are at the peak of efficiency. Captains Hutchinson and Camerer, commanding the Dispensary and the Naval Hospital, know their work, and go about it with that sure seriousness which is needed in war. Again, to list all the doctors and enlisted personnel who rate being mentioned would be too great a task. But they all know that the Recruit Depot is grateful beyond words.

There are no military formations in the Recruit Depot on Sunday, and I am happy to say that Sunday, in spite of that fact, is one of our busiest days. There is a chaplain on the

island for practically every denomination, and from Captain Vogler, senior Chaplain, on down, they are popular with the men. Not only do the men go to church in great numbers, but the chaplains visit them in their barracks, not to preach to them, but to let them know that they are interested in their welfare. Men of all ages respond in a way that must be gratifying to these earnest officers.

And when the marines leave Parris Island we know that wherever they go whatever they are called upon to do, they will give their best. They learned it here, and as they depart others come to take their places, by the thousands, and the mills of the Recruit Depot continue to grind.

Director of Women's Reserve Promoted

RUTH CHENEY STREETER, Director of the Marine Corps Women's Reserve, has been promoted to the rank of lieutenant colonel. The promotion was made under authority of Public Law 183, approved November 9, which authorized a number of changes for the women's branches of the Navy, Marine Corps, and Coast Guard.

The amendments to the Naval Reserve Act which authorized Lieutenant Colonel Streeter's promotion also removed certain restrictions on the rank of all women officers, and provided that Women Reserves and their dependents are eligible for allowances similar in most respects to those accorded male officers and enlisted men.

Seabees Build Railroad on Guadalcanal

COMPLETION of the Guadalcanal Division of "The Guadalcanal, Bougainville and Tokyo Railroad," August 22, 1943, was marked by a "golden spike" ceremony reminiscent of the meeting of the transcontinental railroads at Promontory Point, Utah, in 1869.

While cheering Seabees, members of the Naval Construction Battalion who built the railroad, and natives looked on, Captain William M. Quigley, USN, Commander of Naval Bases in the Solomons, drove a brass spike into one of the few wooden ties on the line. Colonel Joseph P. Cleland, of the Army Service Troops, also shared in the spike driving. Lieutenant Commander Clare A. Frye, USNR, commanding officer of the Seabees, held the brass spike, turned from a captured Jap shell case.

Complete from engine to caboose, the first train, a freight of flat cars loaded with oil drums, chugged over the line at a moderate 10 miles per hour shortly after the spike was driven.

Seabees, who built "The G.B.&T.," may have set a world record in railroad construction, for it took them just three days to finish the railroad, which is 1.22 miles long, and another two days to build its pier terminus. The 28-inch gauge railroad runs inland from a specially built dock on the beach and has a total rail length of 6,443.5 feet. It is double tracked for 790.5 feet and its sidings are 1,505 feet long. Rails are of the standard T pattern and weigh 20 pounds per foot.

Roadbed is sand on a gravel base, supported when necessary by earth fills and metal culverts, of which there are six, made from halved oil drums welded together. It is mainly

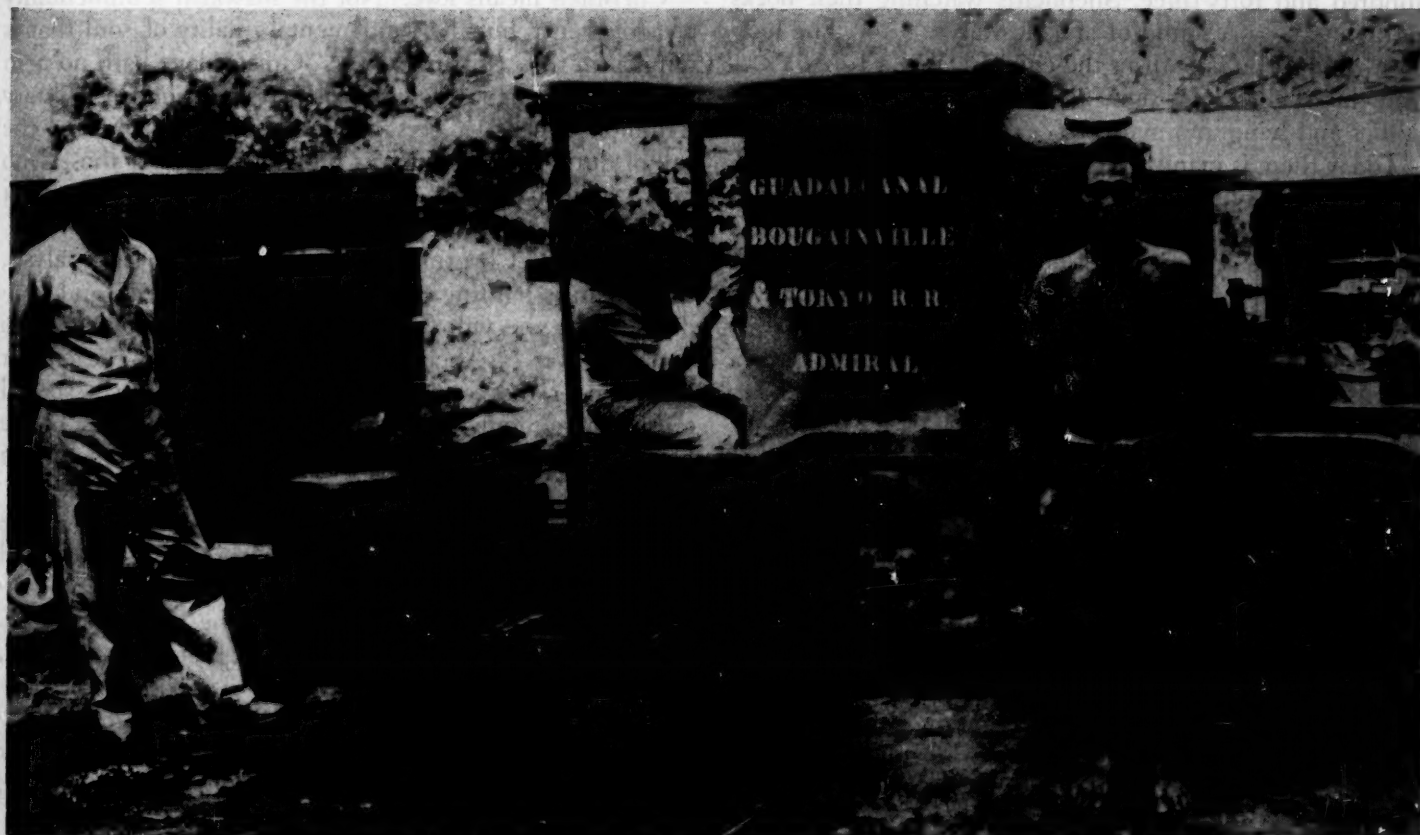
of double track width, providing room for a second track.

Steel ties, rails, and switches were shipped from the United States in a partly fabricated condition and were assembled by the track-laying gang on wooden horses before being laid in the roadbed and bolted together.

The line has spurs to the various dumps it serves. The 27 switches are of the right hand type because no left hand switches were shipped from the States; thus there is no continuous "main line." Eighteen earth and steel bumpers prevent the cars from running off the spurs.

Motive power for the trains is provided by three gasoline powered engines which came to "The G.B.&T." second hand from Panama. One is named "The Admiral," the second, "The Captain," and the third has yet to acquire a cognomen. The flat cars, which carry supplies for the Army, Navy, and Marine Corps, are the conventional platform mounted on four wheels. A "crummy" for the train crew was made in the carpentry shop by mounting sides on a flat car and installing facing benches. Entrance is at the rear. Painted a dusty red, the caboose bears the words: "The Guadalcanal, Bougainville and Tokyo Railroad—Tokyo Express." Wheels are a bright yellow. Couplers are of the link and pin type used in the early days of railroading a century ago.

The railroad was built to relieve the roads of some of the heavy trucking and as an experiment in the speed of rail construction. When future bases are taken the railroad will be built as soon as possible because of the inability of motor trucks to move on native roads in wet weather without becoming mired.



"All aboard for Tokyo!" Only the Guadalcanal Division, 1.22 miles long, has been built, but the ultimate goal of the G.B. and T.R.R., as its name implies, is Japan's capital.



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Christmas 1943

PEACE on earth, good will toward men." The age-old message of the Christmas angels has a strange, unreal, other-worldly sound in this year of Our Lord nineteen hundred and forty-three. Shepherds watching their flocks by night. . . . A sound of angelic voices. . . . The message: "Unto you is born in the city of David a King. . . . And this shall be the sign, a Babe wrapped in swaddling clothes and lying in a manger."

Today there is many a night vigil—but it is not by peaceful shepherds, guarding their flocks; it is by steel-helmeted sentinels, guarding the lives of sleeping men. If they hear a sound from the skies, it is not one of angelic voices, but of demonic enemy aircraft. And the message is not one of peace, but of war.

"The only air protection we had were angels," says a Naval officer in Keith Wheeler's *The Pacific Is My Beat*. "I saw 'em. Two were tri-motored."

What, then, is the significance of Christmas to fighting men in 1943—two years after Pearl Harbor, while the world is torn by hatred and blood lust, and men of good will are forced to outdo the men of evil in the art of sudden death, so that civilization itself may not perish from the earth? Is the vision of peace on earth but a dream, a mirage to vanish in the cold grey dawn of reality? Is the Baby in the manger just a pretty picture on a Christmas card—not a King at all but merely a helpless infant powerless even to defend himself, much less to rule an unruly world?

These thoughts are bound to come to any thoughtful man, faced with the reality of the world today. If Christmas means nothing but a holiday (not even that to the fighting man in the combat zone), a day to eat, drink, and be merry in a fatalistic way, a day to exchange presents and cards,

and to repeat a meaningless greeting—if that's all that Christmas means, it means nothing at all, because it is unreal. And whatever may be the faults and shortcomings of the soldier, unreality is not one of them. His calling brings him face to face with reality day and night, often in its grimmest form, and he cannot afford the luxury of yielding to a dream-world of unreality. If Christmas really means anything at all, it must mean much more than that.

And Christmas does mean much more than that. It means, in fact, everything—everything worth while, everything that we are fighting for, everything that we hope to gain by victory in this war.

Christmas means peace. But not "peace at any price," not a peace of compromise, or of injustice, or of timidity. If that had been the kind of peace that Christianity stood for, it never would have emerged from Palestine. It would have died with its Founder, and you and I, unless we were students of obscure incidents of ancient history, would never have heard of it. But Christianity was militant; its followers literally conquered the world, and they must be militant if they are to do so again today.

Christmas means security. But not the pseudo-security of the ostrich, who buries his head in the sand. It means the security of "the strong man, armed, who keepeth his goods in peace"—the security of a people steeled in the white-hot furnace of reality, tempered and tested and found to be strong and true.

Christmas means freedom. Not only the Four Freedoms—freedom of speech and religion, freedom from want and fear—though each of these is a direct outgrowth of the Christmas spirit; but freedom of men to realize their full humanity, to rise above the level of the beast or the machine until they stand, head erect, before the throne of God Himself, proud to say "I am a man."

Christmas means love. Not the mawkish sentimentality of adolescence but the fundamental quality of soul that is implicit in those stirring words: "Greater love hath no man than this, that he lay down his life for his friends." Military terminology calls it "personal valor above and beyond the call of duty," and reserves its highest honors for those who reveal it in the service of their country at a time of great crisis.

And finally, Christmas means home. In the last analysis, every man is fighting for his home—for his wife and children, or for the wife and children that he hopes to have some day; for his friends and companions; for the city or the town or the country fields that he feels in a special sense belong to him. Christmas is, above all, the feast of the home and the family, of the people and the places that mean the most to each of us.

So perhaps the picture of the angels and their message isn't so unreal after all. Maybe there were some tri-motored jobs among them, or even some super-duper Flying Fortresses, fully equipped to do battle for the Prince of Peace. And maybe that Baby wasn't so helpless at that. After all, we still celebrate His birthday when we've long since forgotten that of Caesar or William the Conqueror or Napoleon. And we'll celebrate it in finer style when Hitler and Tojo and other would-be conquerors, big and little, have hit the dust.

Let's not hesitate, therefore, to say it and mean it: A merry Christmas—and may we meet in Tokyo before the end of the New Year!

General Geiger

THE picture on our cover this month is one that we present with great pleasure and pride. It is a portrait of Major General Roy S. Geiger, USMC, from an original oil painting by his wife, Eunice Geiger. The portrait bears eagles instead of the two stars to which he is now entitled since it was made while he was a colonel.

General Geiger has a long and notable career in the Marine Corps and especially in Marine aviation. After graduation from Stetson University, he enlisted in the Marine Corps on November 2, 1907, and was appointed second lieutenant on February 5, 1909. He was one of the first pilots of the Corps, having pioneered in early Wright and Curtiss planes before the first World War. He received his navy wings at Pensacola in June, 1917—the fifth Marine to become an aviator. His record since that time in the development of Marine aviation has been outstanding and he has won the Navy Cross “for distinguished service in the line of his profession” both in the first and the second World Wars. In the early Solomons campaign, he was in command of all aviation units operating from Henderson Field, including those of the Army, Navy, and Royal New Zealand Air Forces, as well as those of the Marine Corps. Upon his return from the South Pacific, he served as Director of Marine Aviation at Headquarters in Washington.

Now General Geiger has returned to the South Pacific. It has just been announced that he has been appointed to succeed Lieutenant General Vandegrift as Commanding General in charge of operations in the Bougainville combat area. For last minute reports of what his gallant men are accomplishing against the Japs, we refer you to your favorite daily paper.

Field Articles

READERS of the GAZETTE may have observed that we have been able, during the past two months, to present more material about the operations of Marines in the South Pacific. This has been made possible by the relaxing to some degree of the security measures and the whole-hearted coöperation by several officers who prepared material which we felt would be very desirable to present to officers and men of the Marine Corps.

The GAZETTE hopes, in addition to its other efforts, to give its readers a comprehensive picture of the part the Marine Corps is playing in World War II. So far, for reasons of security and the fact that material about activities in the United States has been more readily available than that about our field operations, we have emphasized the training, possibly out of proportion to its interest and importance. However, we felt that this war is nine-tenths or more preparing and training and not more than one-tenth actual combat and that if the preparing is properly done, the success in campaigns will be almost certain.

We are very anxious for officers who have had field experience to present articles, particularly those which cover, in a professional way, their own specialized fields. This, we believe, will aid others who are preparing for the combat zone and will serve as a recognition of the part played by the unit written about. Articles should be written as freely as possible and without undue regard for security regulations. Every possible protection will be given authors by

having their articles cleared through proper security. A record of the clearance will be kept. Even articles which will never get by security during the war will be first-hand historical documents and will add to the material for unit histories and, of course, can be published after the war.

“Lest We Forget”

THIS issue of THE MARINE CORPS GAZETTE goes to press as the United States is about to enter its third year of a war it did not seek, or want, but could not avoid. It might be well to take stock now, to consider soberly the past for the good it might do us in the future.

It is perhaps not entirely true to say that this war could not have been avoided. Had we been strong, and resolute, and prepared and united on the issue of self-defense, Japan might not have risked her attack. Had Britain and France been in similar case, Hitler could have been headed off in any one of his successive aggressions.

But we were not, and they were not. Right up to the moment the Japanese started returning our shipments of scrap metal from the skies above Pearl Harbor and the Philippines, our isolationists and appeasers were shouting from the house-tops that we were in no danger, that the Philippines, Guam, and Wake should not be strengthened, that no reinforcements should be sent to those meagerly held outposts.

The leaders of those clamorous factions who succeeded in keeping America unprepared for the war our enemies had been openly planning for years have shown no public repentance. They seem unmoved by the fate of those who suffered untold horrors at Bataan and Wake—who either died there or are now enduring Japanese prison camps.

It doesn't seem to bother these vociferous souls that before peace comes, they will have the blood of tens if not hundreds of thousands of American boys on their hands—the hands that obstructed every effort to make America invulnerable.

Most of these guilty ones necessarily quieted down immediately after Pearl Harbor, but they didn't admit they had been wrong.

Now with Victory in sight, if not yet within our grasp, they are growing bolder. Probably they will soon be presuming to advise this country about what it should do in the future.

The best that can be said for their past records is that they lacked foresight and were blind to the obvious. Does this qualify them to be listened to again?

Will the American people again let themselves be confused by these men who think they deserve another chance to be so tragically wrong?

While we are remembering Pearl Harbor on December 7th, it might be well to remember the stubborn stupidity of those who insisted that the Japanese were really a friendly, polite little race who would never think of attacking the United States.

A Creative Mind

One of the most important talents of a general we would call that of a “creative mind”; because to term it “inventive faculty” appears to us too shallow.

BARON VON DER GOLTZ.

Birthday Congratulations Acknowledged With Thanks

CONGRATULATORY messages on the 168th Anniversary of the founding of the U. S. Marine Corps were received by Lieutenant General Thomas Holcomb, Commandant, U. S. Marine Corps, from high-ranking officers of the Allied Nations.

The following are among the messages received:

From President Roosevelt:

"I am sorry that I cannot be with you on Wednesday and with you salute the Guadalcanal flag as it is raised over the Nation's Capitol. But, with the rest of the Nation, I can and do enjoy the significance of this ceremony which will honor the Marine Corps on its 168th anniversary.

"Even now the Corps, which never rests on its laurels, is busy attending the baptism of more battle flags on the road to Tokyo.

"Eventually, these flags too will come home, to be grouped with the flags of all our victories, as a new inspiration for future generations—generations who will always have good cause to gather on the tenth of November to celebrate the birthday of the United States Marines."

From Secretary of the Navy Knox:

"On this 1943 anniversary of the United States Marine Corps the men and women of the Navy and the Coast Guard proudly stand at salute in respect and admiration for one of the greatest fighting organizations the world has ever known.

"The Marines launched this nation's first land offensive in the Pacific. Knowing the terrific odds, Americans everywhere awaited the outcome with hope and with prayer; but Americans everywhere also knew that the Marines would conduct themselves in keeping with their traditions of glory, remaining "Ever Faithful" even unto death itself. The Marines did not fail.

"Today our offensive is growing. The Marines again are on the march, advancing with their brothers in arms of the other great fighting forces. They will not halt until they have pierced the heart of the enemy's homeland.

"In this 168th year of its history, the Marine Corps daily adds shining new pages to a long and brilliant record, with the brightest chapters now about to unfold. The entire Naval Service is honored to call the Marine Corps its own."

From Secretary of War Stimson:

"It gives me a great deal of pleasure to extend my congratulations on the 168th anniversary of the founding of the United States Marine Corps. The history of your organization covers the full span of our nation's existence. Pages which Marines have written recount some of the most stirring of the Country's military exploits.

"Your anniversary finds our two services joined together once more in a conflict which requires our utmost endeavor. The collaborative actions which the Army and the Marines have carried through so successfully have been a source of great personal satisfaction.

"To my own greetings on this occasion, I add those of the officers and enlisted personnel of the Army."

From Admiral King:

"Although there may be no extensive celebration on November 10th this year, the 168th Anniversary of the founding of the United States Marine Corps cannot pass without due notice.

"At no time in our history has the Marine Corps been of more importance to our country nor more in the minds of the American people. The courageous spirit of the Corps has been exemplified in all the wars of our history, but never more so than at Wake Island, Midway, Guam, Guadalcanal and today, on the islands in the Pacific. American people on the home front—and their brothers-in-arms on the fighting front—speak of the United States Marines with great pride—and that pride is justified.

"In behalf of the officers and men of the Navy—and Coast Guard—I wish to congratulate the Marine Corps on its 168th Anniversary and to convey good wishes to all members of the Corps for continuing success."

From General Arnold:

"In behalf of the Army Air Forces, I send you heartiest congratulations on the one hundred and sixty-eighth anniversary of the founding of the Marine Corps.

"The Marines of today can be justly proud of the outstanding manner in which they are upholding the honor of that component of the armed services, and adding new laurels to a command already rich in military tradition. Your keen understanding of the might of air power always has been appreciated by me and is reflected by the fact that this relatively new branch now represents one-third of your total organizational strength. I am gratified to see how successfully we have joined forces and brought our combined power to bear against the enemy, and you may be assured that this full cooperation will be continued by the Army Air Forces in the years to come.

"The best of luck to you and may the future bring you even greater triumphs."

From General Marshall:

"The 168th anniversary of the founding of the Marine Corps gives me another opportunity to express my admiration for the outstanding efficiency and gallantry which has characterized the Marine Corps in this war. Under your leadership it has upheld its splendid traditions.

"The Army salutes the fighting Marines as valiant and inspiring comrades in arms."

From Vice Admiral Waesche:

"I voice the sentiments of the entire Coast Guard in extending most cordial congratulations upon the 168th anniversary of the Marine Corps.

"Working together and fighting together in the present great war have only strengthened the bond of admiration

which our Service has held for your Service through the years. And we join in the Salute which our Country gives to your valiant Corps upon this anniversary."

From Rear Admiral G. W. Stoeve, Royal Netherlands Navy:

"On behalf of the Commandant of the Royal Netherlands Marine Corps, I have the honor to extend to you his compliments and best wishes upon the 168th Anniversary of the United States Marine Corps.

"Your kind gesture, to offer to the Royal Netherlands Marine Corps your guidance and help in its rehabilitation, is highly valued and deeply appreciated. The Royal Netherlands Marine Corps is proud to be permitted to benefit from past war experiences gained by your famous Corps in its many historic battles.

"The Commandant of the Royal Netherlands Marine Corps is convinced that the close coöperation in the continued fight against the common enemy will result in ultimate victory."

From Rear Admiral Morrell:

"Herewith my congratulations on the occasion of the Marine Corps Anniversary.

"The greatest fighting organization in the world!

"And the Seabees are proud to be a part of them! (Even if the Marines do make sarcastic remarks about grandpappies!)

"Incidentally, the latest word from So Pac is that the Seabees got back at the Marines by posting a big sign stating that all Marines who have served not less than three

months with the Seabees and have good conduct records are eligible to wear a *junior* Seabees badge!

"It's all in good fun!"

From Rear Admiral Denfeld:

"On this the 168th anniversary of the founding of the Marine Corps, I wish to express my sincere admiration for the officers and men of your Corps.

"In this war, as in many others in which this country has participated, the Marine Corps has added to the rich traditions of our Navy.

"My friendship with and personal knowledge of the character and ability of such Marine officers as yourself, Vandegrift, Holland Smith, Seth Williams, and many others convinces me that the future of the Marine Corps is secure in your hands.

"With all good wishes for the continued success of the Marine Corps."

From Vice Admiral Leary:

"To the Commandant of the Marine Corps and to all the officers and men of your gallant outfit—the officers and men of the Eastern Sea Frontier extend heartfelt congratulations on the occasion of the Corps' 168th birthday—through all the eventful years since its establishment the Corps has been a vital part of American seapower essential to the Navy's effectiveness as our first line of defense—for one hundred and sixty-eight years men of the Marines have been the first to land—on embattled beaches throughout the world—we share the unfaltering confidence of all Americans that they will land again—and land hard."

Tojo's Worries

WITH the rising tide of Allied sea and air power, we submit the following list of worries for Tojo to check off, and try as he may it appears to be very doubtful that he will be able to eliminate any great number of them.

- A. Having lost the initiative, he must expect new and heavy attacks soon along the entire perimeter of Jap defense in the Southwest Pacific.
- B. The Allies publicly daring the Jap fleet to come out of hiding and fight, which is unbearably hard on honorable "face."
- C. The almost complete defeat of the German submarines and the fact that the same tactics and the same weapons—long range air forces, carrier-borne aircraft, and surface vessels—are equally applicable to fighting the Japanese submarines.
- D. The Italian Fleet, which served to hold a large portion of the British Fleet in the Mediterranean, has now come over to the side of Tojo's enemies, freeing additional naval forces to operate against Japan.
- E. The ever-rising tide of air power in the Southwest Pacific which now appears to be able to smother any attempt to reinforce his air forces in that area before they can become prepared for counterblows.
- F. Raids from carrier-borne planes which have been the terror of Jap-held island bases since early in 1942

have now been stepped up to many times their previous furor.

- G. The ever-increasing effectiveness of American submarines operating in the Western Pacific.
- H. The ability of the Allies to land behind his strong island bases and cut off his sea and air communications.
- I. Inability to relieve these beleaguered garrisons due to his surface forces being smashed by air power many hundreds of miles before they could reach the point where they could become effective.
- J. The constant shrinking of his effective Naval surface strength under the sledge-hammer blows of his enemy's air power.
- K. The loss of all bases in the Northern Pacific and the constant threat to Japan from that direction.
- L. The ever increasing probability of a strong thrust from India against Jap-held Burma.
- M. The statements of Admiral Nimitz and others that we are now prepared to deliver strong and repeated blows at Japan.
- N. The news that the new B-29 super-bomber, capable of making the round-trip to Tokyo from existing Allied bases, would soon be in action.

MALARIA: Our Greatest Enemy

How Camp Lejeune Trains Troops to Combat It

By Sergeant Louis J. Maloof, USMC

NOT the Jap, but the malaria-infested mosquito has been the fighting man's deadliest enemy in the South Pacific. And to date, the largest single medical problem which has confronted American troops, and the British Army as well, has been malaria. Malaria played a villainous rôle in our loss at Bataan, but made amends in the jungles of New Guinea where thousands of Japanese soldiers were found dead without evidence of wounds or violence.

The importance of controlling malaria for the good of our fighting men cannot be overestimated. The world's finest military equipment is useless in the hands of a sick man. A practical example is a fighting unit, now in a combat zone, in which seventy per cent of the command developed the disease within four months after its arrival in an endemic area. Several deaths resulted.

Urgent need for an effective malaria control program, not only in the field, but at home was instantly realized at Camp Lejeune, New River, N. C., situated in an area of endemic malaria. A survey of Onslow County, 1939 and 1940, by the North Carolina Board of Health, showed blood indices ranging from zero to nineteen per cent of those examined among residents living in the reservation area. Over the area as a whole, the average was approximately six per cent.

This was sufficient evidence that the climatic conditions and terrain at Camp Lejeune afforded an environment particularly conducive to malaria. Consequently the troops were continually exposed to the disease. Furthermore, frightful reports from the South Pacific continued to reveal appalling losses of efficiency in combat units because of malaria—losses which could prove as disastrous in number as battle fatalities.

Under the leadership of Commander Omer J. Brown, of the U. S. Navy Medical Corps, a malaria control program was inaugurated at Camp Lejeune in June, 1941. Utilizing several years of experience he had acquired in the same work for the Navy, he set upon attacking the problem immediately and drew up extensive plans of procedure. Two seasons later, on December 4, 1942, he was able to report that not a single primary case of malaria had developed on the New River base. This report holds true to date.

"It is fully appreciated," Commander Brown said at the outset of his fight, "that the primary function of this base is the training of men for combat duty; but in order to carry out the mission for which he has been trained, the Marine must be well. Besides being lost to his unit, a sick Marine is a burden to the entire organization, since personnel and facilities must be made available for his care."

With funds allotted for the task, he began to drain the swamp lands, clear running streams of breeding nests, and conduct laboratory tests for malaria-infested mosquito larvae.

He knew that malaria was transmitted from man to man by one specific species, the anopheles mosquito. If this mosquito could be controlled, malaria could be controlled. All mosquitoes go through a period of development in water. If stagnant water could be prevented or eliminated, development of the mosquito would be impossible.

BUT the needs of malaria control went further than this. Commander Brown felt that a part of the training period of combat troops could well be devoted to instruction in some of the fundamental features of controlling the disease. With this in mind, and from the practical as well as the scientific point of view, he warned that the malaria control program must have the fullest cooperation of all concerned.

Construction of trenches, foxholes, foot bridges, and trails were important and essential features of military training. But trenches had been dug in dry areas and left to fill with water which could have been easily drained by a slight extension of the system. Foxholes had been dug in areas where the water table was a foot, or less, below the ground and left open. Drainage channels had been unwittingly blocked by logs and earth to build trails. Trees had been cut and broken limbs and branches permitted to fall into drainage ditches and block them. Bulkheads, placed to retain the banks of main drainage ditches, had been deliberately torn out so that the logs could be used in the construction of bridges.

These things had been done not through malice, but through the lack of knowledge of conditions conducive to the breedings of mosquitoes and of malaria control.

It was further discovered that exercises in the operation of heavy equipment, bull-dozers, graders and dragpans, as well as the actual construction of roads by the Engineer School and Construction Battalion, had left many holes and borrow pits and the blockade of natural drainage, adding to the potential mosquito breeding area during the rainy season.

Such conditions resolved into instruction in malaria control discipline. Commander Brown stepped up his program. "Thorough indoctrination of the troops with the cause of malaria and its method of spread," he warned again, "might well make the difference between a sick or dead Marine after reaching the combat zone."

Thereafter, Camp Lejeune's malaria control program moved forward. It was found that, though the area was plagued with mosquitoes, only one particular species of the genus *Anopheles Quadrimaculatus*, generally a permanent pool breeder, was a malaria carrier. Mosquitoes of other genera present in this area were largely pest insects of the salt marsh and woodland species which, though they are very annoying pests, do not, so far as it is now known, trans-

Fighting Malaria



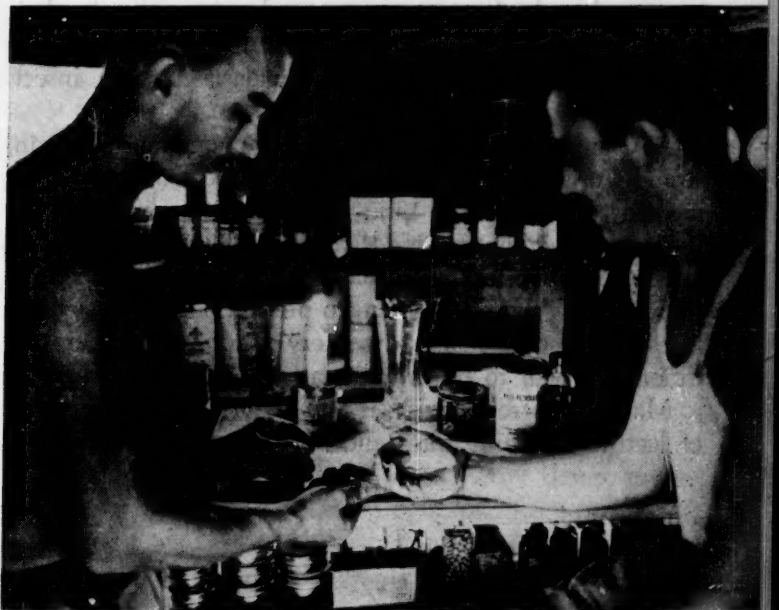
Somewhere in the Solomons, a Marine sprays a swamp near camp. The coat of oil kills the mosquito larvae.



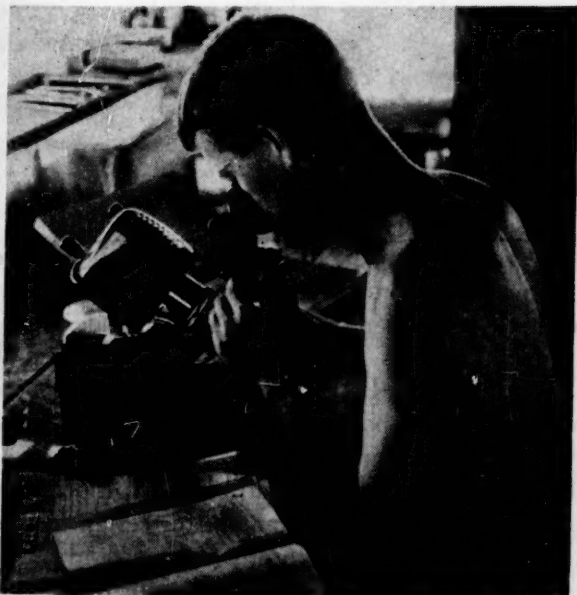
↑ Marines and other servicemen await the opening of the hospital clinic on Guadalcanal. Some of these men are waiting to be treated for cuts and bruises, but the majority suspect that they have contracted malaria.



A worker in the entomology laboratory of a Malaria Control Unit on Guadalcanal captures an anopheles (malaria-transmitting) mosquito from a breeding cage.



↑ At the Malaria Control Unit on Guadalcanal, a blood test is taken of a man suspected of having malaria.



Commissioned entomologist Dr. James R. Douglas examines a mosquito in the Malaria Control Unit's entomology laboratory on the combat front.



↓ Recovering from malaria on Guadalcanal, these men will be back on their feet within a few days.

mit disease to human beings. They are therefore not an actual menace to the health of troops.

Following a broad policy of drainage, filling watery holes, channel improvements to streams, oiling to kill the larvæ of mosquitoes found breeding, isolation and treatment of infected personnel, and other proven methods, the malaria control program soon produced the desired result—not a single primary case to develop on the base since the program began. And this, though thousands of men have lived in the area, many in the open or in tents.

COMBAT troops, before leaving for war zones, are thoroughly instructed in the dangers of malaria and its control. They are supplied with bed nets, head nets and instructed in their proper usage. They are taught the most effective method of using sprays furnished them by the Navy Medical Corps; to wear gloves and well-closed garments when in open areas, especially at night; shown how to distinguish the malaria-carrying mosquito; how to detect malaria larvæ in water.

Upon entering a malaria-infested war zone, the men are immediately administered atabrine as a suppressive measure and are cautioned to take the tablets religiously. They are impressed with the importance of sleeping even in their clothes, if necessary, rather than risk the chance of being "drilled" by the "dive-bombing" malaria-carrying insect, and the scrupulous avoidance of exposure.

At Camp Lejeune, last July, a camp memorandum again strongly urged that unit commanders, "in collaboration with medical officers, allow time in the training program for proper instruction and indoctrination of their men in malaria prevention and control." Corresponding indoctrination, it said, "should be given in precautions against gastrointestinal disorders of a dysentery nature and other conditions peculiar to tropical climates."

Malaria control training is also given through the media of lectures, training films and field exercises, emphasizing

the military dangers of malaria, exposure and its effects, and mosquito control measures. The Medical Field Service School, directed by Captain Don S. Knowlton, (MC) USN, who is also the camp medical officer, and Lieutenant Commander William N. New, (MC) USN, executive officer—both Guadalcanal veterans—provides competent lecturers and film showings; and a Field Sanitation Exhibit has been erected at the camp by Lieutenant Commander Robert V. Schultz, USN, sanitation officer, for educational purposes in this connection. Lieutenant Commander James P. Conway, USN, epidemiology officer of the Fifth Naval District, is in charge of pre-clinical diagnosis and teaching.

Under Brigadier General Henry L. Larsen, USMC, camp commanding general—recently returned from the South Pacific where he served as the first Military Governor of American Samoa—the original \$400,000 allotment permitted for the malaria control program increased to \$525,000.

Commander Brown has as his assistants Lieutenant Charles T. Carnahan, USNR, of Los Angeles, California, engineering sanitary officer who was with the United States Public Health Service for fifteen years; four ensigns who are entomologists, and a staff of seven corpsmen who supervise field work.

To date, the Camp Lejeune malaria control program's record is: 140,000 feet of ditching by draglines; 150,000 feet of dynamited ditches; 200,000 feet of hand ditching—all for draining purposes. Maintenance work has been done on approximately 450,000 old ditches and drains.

About 4,000 acres of ground have been brushed and mosquito breeding beds wiped out; 4,000 acres of swamp land cleaned and drained so that mosquitoes can no longer breed there; 58 acres of marsh land filled; and 140,000 gallons of fuel oil sprayed as a larvicide.

The record stands: Not a single primary case of malaria has developed since the program began at New River—the nation's largest Marine Corps base.

The Army's Bazooka

THE "Bazooka" launcher, or gun, is a metal tube somewhat more than fifty inches in length and less than three inches in diameter. It is open at both ends. Attached to the tube are a shoulder stock and front and rear grips for the firer, together with sights and an electric battery which sets off the rocket-propelling charge when the launcher trigger is squeezed. The launcher is operated by a two-man soldier team—one the firer, the other the loader.

After the loader has inserted the rocket in the launcher, he turns a contact lever to the "fire" position, signals "ready" to the firer, and then drops down and away from the rear end of the launcher and grasps a new rocket. When

the firer squeezes the trigger, the rocket-propelling charge is ignited and flashes from the rear of the launcher tube. The rocket itself is heavier than the hand grenade and is nearly two feet long. Its appearance is that of a small, elongated aircraft bomb. Its components are an explosive head, propelling charge powder tube and finned tail, the latter providing accuracy in flight.

The "Bazooka" supplements, rather than supersedes, other weapons. It is standard equipment for certain classes of troops. Raiding groups, tank-hunting parties and reconnaissance elements have reported it highly effective. It has been used with success in neutralizing pillboxes.

"RETREAT, HELL!"*

A Vivid Picture of the Marines on Bataan

Reviewed by Captain Garrett Graham, USMCR

IT was inevitable that the war should inspire a flood of books by and about Marines. Some have been good, some have been inconsequential, and some have been inexcusably bad.

But now comes one that should make every member of the Corps proud to be a Marine. It is *Retreat, Hell!*, a novel by William Martin Camp, of whom his publishers say: "He is night city editor of the San Francisco *Chronicle*. He has had more than fifteen years newspaper experience in China, Honolulu, Washington, D. C., and California. In 1932 he witnessed the bombing of Shanghai's North Station from a roof-top and watched the subsequent rape of China. Returning to the United States, he tried to convince others of the danger of an eventual war with Japan, but at that time few would believe that the 'aesthetic' Japanese were capable of such atrocities."

While the author calls his book a novel, it is largely factual material about the departure from Shanghai of the 4th Marines, commanded by Colonel Samuel L. Howard, USMC, their arrival in the Philippines two days before the Japanese began their war upon the United States, and the part these indomitable Leathernecks played in the tragedy of Bataan and Corregidor.

Where he got his material neither the author nor the publisher say, although the book is dedicated to "J.P.S.D.—who inspired it, and G.S.C. who lived through it."

THE story is told in the first person by a Marine private who really talks as if he had lived through it. All of the characters think and talk like genuine Marines. The relationships between officers and men, and their mutual affection and concern for each other are refreshingly authentic.

This is no light reading, no pretty tale of parades in dress blues, and the hero getting the girl. All these heroes got was hunger and fever and dysentery and festering wounds and eventual defeat, with the haggard survivors facing a fate that is still unknown to their anguished families and friends at home.

This is no book for the squeamish, who are unable or unwilling to face reality. It is tough and brutal, just as the fighting there was tough and brutal. It has many passages of vivid and powerful writing.

But the book speaks eloquently for itself. Here are a few of its outstanding paragraphs:

"Lying there last night, watching dark shadows blur the moon and swift silvery planes glistening among the stars as they circled and dived and came up again, I realized one thing above all else. It was this: men go into battle afraid because they know they may lose the life they love, and they don't want to lose it because they love all that living

means. Then they start thinking about the things they love. Suddenly they become brave and courageous and strong, because they know that the things for which they are fighting are worth fighting for. These things are everything that makes life worth living—home, security, freedom, happiness, abundance of food, and equal opportunities. Then they think about each one, individually, analyzing it and breaking it down into different parts. Home means a mother and father, sisters and brothers, wives and sweethearts. It means being loved and being well fed and clothed. Security has lots of different meanings. So have freedom and happiness and opportunity.

"Now, take any of these things away from a man and see what happens to him. If home is not as it should be, a man gets bitter and hard. If he has no security, he gets bitter, too. Without freedom, life is hopeless; without happiness, it is futile; without opportunity, it is drudgery and slavery. A man fights bravely and courageously and with valor because he wants to keep on living and loving and eating and making money and having a good time, and all the other things. He wants to return to the people who love him and remember him and stand by him.

"Yes, these things give courage to the cowards. All men are cowards when facing death."

"As in other campaigns, the Japs plunged headlong into it, apparently disregarding the hazard of facing concentrated fire and with a total lack of fear of the consequences of rushing blindly into it. Their fanatical disregard for their own personal safety was never better demonstrated than here on the beach, where they leaped from their boats and started wading through the surf, yelling 'Banzai! Banzai! Banzai!' even as they rushed to their own suicides. Here, also, I learned that we could hold them off as long as our ammunition and supplies held out. But sooner or later they would send more suicide troops into our guns than we had ammunition, and eventually they would overcome us. Upon this point I feared would turn the whole Philippine campaign.

"We're all right as long as our supplies hold out," I said to myself. "Right now twenty-to-one odds are not too much. But one of these days we'll not be able to hold. God help us then."

"That's the way it was. 'To the rear! To the rear!'

"From Lingayen to the tar-covered Olongapo Road, then to Abucay, farther down Bataan. Infantry, artillery, cavalry, and machine-gun units tried to hold them back, but they just kept coming, all the way, head on, at point-blank range. There was nothing to stop them. They came in by the hundreds, the thousands. Their blood ran down the hills, seeped into the earth until it was sticky, then ran over the surface like water, down the valleys into the streams,

**Retreat, Hell!* By William Martin Camp. New York: D. Appleton-Century Co. 530 pp. \$3.00.

and down the streams into the sea. Bodies cascaded down the hills like waterfalls, rolling and tumbling and lying still. Others followed, and the command was always:

"To the rear . . . to the rear. . . ."

"The Filipino Scouts held them off for the first eleven days and eleven nights after the Lingayen invasion. It was continuous attacking, retreating to new positions, stopping long enough to slaughter a few hundred more, then being driven back by the sheer force of overwhelming numbers. There weren't enough guns to stop them."

"At last I came to the conclusion that there was only one thing which none of us had experienced during the hot, dusty days and dark, hungry, perilous nights on Bataan. That was shame.

"None of us had ever felt ashamed. We still had our pride and our honor. As a matter of fact, these were the things we had the most of—pride and honor. . . . Now there was only one thing which would fill us with shame. It was the possibility that we might have to surrender, for never in the history of that God-given land we love have Americans laid down their arms and raised the white flag of surrender. I have learned here that there is a vast difference between retreat and surrender. There is no dishonor in retreat, for it is only an expediency to meet a temporary situation. An army can retreat without losing honor, for it is as sensible to retreat under the proper circumstances as it is for a man to change his mind. And Abraham Lincoln said a wise man changes his mind often, a fool never. Re-

treath may be a bitter tea, but a wise commander will drink it and take sustenance from it.

"Looking around at the faces about me now, I knew what those anguished bodies feared more than death—surrender. There was no retreat possible now. We were at the water's edge, with the enemy to the right and left, in front and behind us. There was no turning back, no escape, no alternate course, no 'prepared positions.'

"It was either stand and fight—or surrender. There was no compromise, no retreat.

"I looked around in the faint moonlight and read the answer on their faces. I watched them as the flickering flares lit their faces. Their sunken, feverish eyes were no longer dull with the shock of fear but glistened with the fire of courage and defiance, pride and determination. 'Come on and get us, you swine!' could be read in every face, and in every heart an irrevocable decision:

"We won't surrender."

"It was this strength of heart and defiance of spirit which had carried us through up to now, even against fantastic numbers. There would be no white flags now.

"Retreat? Hell, we just got here. . . ."

But they did finally have to surrender, although it was not so much surrender as it was being completely overwhelmed. This climax is one of the most heart-breaking parts of the book, and yet it should make every Marine prouder than ever of the Corps.

Major General Holland M. Smith Decorated

MAJOR GENERAL HOLLAND M. SMITH, USMC, has been awarded the Distinguished Service Medal by Secretary of the Navy Frank Knox for exceptionally meritorious service in the operational training and combat readiness of various units comprising the amphibious forces on both coasts.

Born April 20, 1882, in Russell County, Alabama, Major General Smith was appointed second lieutenant in the Marine Corps on March 29, 1905. During the first World War, he served in France with the 4th Marine Brigade, and was awarded the Croix de Guerre with palm. Major General Smith's official address is Russell County, Alabama.

In addition to the Croix de Guerre, Major General Smith has the Purple Heart, Meritorious Service Citation Certificate, Mexican Service Medal, Expeditionary Medal with two Bronze stars, Dominican Campaign Medal, and the Victory Medal with Aisne-Marne-St. Mihiel-Meuse-Argonne clasp.

The citation accompanying Major General Smith's Distinguished Service Medal follows:

"For exceptionally meritorious service to the Govern-

ment of the United States in a position of great responsibility as Commanding General of the Amphibious Corps, Atlantic Fleet, and later as Commanding General, Fleet Marine Force, San Diego Area, and Commanding General of the Amphibious Corps, Pacific Fleet. Prior to our entry into the war and up to September, 1943, Major General Smith was responsible for the operational training and combat readiness of various units comprising the amphibious forces. By his capable performance of duty on both coasts of the United States, he laid the groundwork for amphibious training of practically all American units, including at various times, the First and Third Marine Divisions, the First, Seventh and Ninth Infantry Divisions of the Army, and numerous other Marine Corps and Army personnel. His proficient leadership and tireless energy in the development of high combat efficiency among the forces under his supervision were in keeping with the highest traditions of the United States Naval Service."

At present, Major General Smith is winning new laurels as commanding general of the Fifth Amphibious Corps, now in combat in the Pacific.

The Marines in China and the Philippines

By Joel D. Thacker

How the Fourth Marines and detachments from Peiping and Tientsin were evacuated from China to the Philippines, there to fight, with other Marines and the Army and Navy, a gallant delaying action against the Japs until the fall of Corregidor, is told in this factual historical record.

DURING the latter part of 1941, the Fourth Regiment of Marines at Shanghai and the Marine Detachments at Peiping and Tientsin, China, found themselves in more and more of a precarious situation as relations between the United States and Japan gradually grew worse before finally reaching the breaking point. The last three commanding officers of the Fourth Marines had pointed out the dangerous situation of the Marines in China, particularly that of being drawn into armed conflict with Japanese forces as the tension increased. A few hundred Marines, in the midst of thousands of Japanese soldiers making war on China and with the Japanese Navy capable of cutting off their sea communications at any time, did not have a sporting chance to fight their way even to the Chinese forces farther west. In case of war, in the face of such overwhelming odds, the comparatively small force of Marines could hardly have been expected to furnish the necessary protection to our nationals. The British had moved out of Shanghai some months before approval was finally given for our Marines to leave. However, the State Department seems to have looked upon the Marines as the last vestige of protection for Americans in China and was reluctant to approve of their being withdrawn.

As early as August 19, 1941, the Commander in Chief of the Asiatic Fleet had recommended that all Marines be withdrawn from Shanghai "because of deterioration of the situation and the growing demands for Marines to support the police which might, at any time, lead to armed clashes with the Japanese." The State Department still would not approve and flatly rejected the proposal as late as October 25th, pointing out the danger of Americans left in China without the protection of the Marines. The Major General Commandant strongly recommended withdrawal on October 30th, or the giving of authority to the Commander in Chief of the Asiatic Fleet to effect a withdrawal. Finally, on November 8th, President Roosevelt approved the withdrawal of all Marines from China except the few on custodial and communication duties. Marines had been used for some time to operate the radio station at Shanghai used by all United States government agencies. The President's directive stated that the various authorities and American civilians in China should be given advance notice so that they could get out if conditions warranted such move and they so desired. All American women and children had been

removed from China and most of them even from the Philippines for some time.

Arrangements were made with the Maritime Commission to have the S.S. *President Madison* and the S.S. *President Harrison*, which were in the general vicinity, take the Fourth Marines and other Americans out of Shanghai and one or both of these ships be used to pick up the Peiping and Tientsin Detachments on a second trip. The Fourth Marines, with several hundred American civilians, finally left Shanghai on the two ships on November 27th and 28th and sailed for the Philippines. The *President Madison* arrived at Olongapo on December 1st with the Forward Echelon and the Second Battalion, under the command of Lieutenant Colonel Donald Curtis, the Regimental Executive Officer. Lieutenant Colonel Herman R. Anderson was in command of the Second Battalion. The *President Harrison* arrived the next day with the remainder of the regiment, under the command of Colonel Samuel L. Howard, the Regimental Commander. Lieutenant Colonel Curtis T. Beecher was in command of the First Battalion. The regiment had purposely been allowed to go down in strength by transfers and had only 48 officers and 718 enlisted men at that time, including one warrant officer and three enlisted



Marines and Filipinos fought side by side on Bataan. Here a Marine sergeant is shown instructing native soldiers.

men left on duty in Shanghai. One of the ships, the *President Harrison*, started back to China for the Marines in the north but was captured off Chinwangtao by Japanese destroyers. The garrisons at Peiping and Tientsin (16 officers and warrant officers and 178 enlisted men) were also captured by the Japanese. Colonel William W. Ashurst was in command of the Peiping Detachment and the U. S. Marine Forces in North China. Major Luther A. Brown was in command of the Tientsin Detachment.

THE last minute escape of the Fourth Marines from China to the Philippines only served to delay their being made prisoners of war of the Japanese. Scarcely had they been assigned to their new stations and duties when war came. The First Separate Battalion of Marines (23 officers and 708 enlisted men), under Lieutenant Colonel John P. Adams, was stationed at Cavite at the time protecting naval installations in that vicinity.

The defense of the Philippines, like that of some of the smaller islands, had been considered, though too late to provide an adequate force. During the months of more critical relations with Japan, a few additional forces were sent in. The Army developed a large paper organization, especially air forces, and the Navy sent in some extra patrol planes, submarines, and motor torpedo boats. According to the latest official reports, some 35 Flying Fortresses had been flown to the Philippines by the first week in November and an additional 48 Fortresses were scheduled for delivery during the remainder of the year but difficulties in plane deliveries from the factory, together with adverse winds between San Francisco and Hawaii, prevented the ferrying of these bombers to the Philippines prior to the Pearl Harbor attack. Also, several hundred thousand tons of supplies and 20,000 reinforcements had been assembled and six troop ships and nine cargo vessels (one carrying P-40 fighter planes) were at sea en route to the Philippines when word of the Pearl Harbor attack was received. The ships were ordered to maintain strict radio silence and make for the nearest friendly port. General MacArthur, who had been in charge of the Philippine Army for some years and who then was in command of all military forces in the Philippines, was therefore forced to rely largely on his lightly equipped native troops.

The Japs struck their first blow in the Philippines by bombing and strafing the airfields. About noon, December 8th (December 7th at Pearl Harbor) the Japanese air force attacked Clark Field, the small flying field at Baguio, and the Philippine Army flying field at Iba, on the west coast of Luzon. The Japs raided several other places, including Manila, before the day was over. The attack on Clark Field was the most disastrous blow as it destroyed almost all of our bombers and pursuit planes, and gave the enemy complete mastery of the air and a free hand to bomb other military installations. In his biennial report, General Marshall, Chief of Staff of the United States Army, states that the destruction of our planes was "due to limited dispersal fields and lack of sufficient warning equipment, antiaircraft guns, and other matériel." On December 9th the Japs bombed Nichols Field on the outskirts of Manila and two days later, they bombed the Cavite Navy Yard.

The Japanese made landings at three places on the



Marines strung barbed wire on the beaches of Bataan and covered them with machine gun fire to resist waves of overwhelming Jap landing parties.

northern and southern end of Luzon within three days, meeting little resistance to their landings or advance to their objectives—the airfields. General MacArthur kept most of his force concentrated in the central part of the island not knowing just where the main Japanese landing would be made. The Japs made their main landing on December 21st at several points on Lingayen Gulf (some 135 miles north of Manila) with several divisions, and a few days later landed at Mauban and Antimonan on Lamon Bay, about 60 miles southeast of Manila. The American main line of resistance, which had been chosen by General MacArthur prior to the outbreak of war, was about equidistant from these points. Had MacArthur attempted to move forward and make a stand against either of the Jap forces, he would soon have had the other force in his rear. He therefore concentrated on withdrawing his forces to his defensive position on Bataan Peninsula while making delaying actions on the way. The entire withdrawal was completed about January 7th. The initial general line as occupied ran across the northern section of the peninsula from the vicinity of Mauban on Subic Bay, eastward along the southern edge of Mount Natib to Abucay on the shore of Manila Bay. A second position was organized from Bagac eastward across the narrow part of the peninsula to the vicinity of Orion.

This withdrawal maneuver of the Army, which began about December 24th, left the Navy Yard at Cavite and the city of Manila unprotected and with no certainty of being able to hold the Naval Station at Olongapo. In view of this uncertainty all possible naval supplies were moved to Mariveles on the southern end of Bataan.

The Cavite Navy Yard was heavily bombed beginning at 1:40 a.m. December 11th and badly damaged. The ammunition storage was hit and blown up and the hospital at nearby Canacao was hit by one bomb which killed six Navy hospital corpsmen. The fire station and power plant were hit which made it practically impossible to fight the fires. Casualties were very heavy, mostly sailors and civilians working in the machine shops. Cavite—garrisoned by U. S. Marines since 1899—and Canacao were completely evacu-



Shore emplacements like these held off continuous enemy attempts to land and delayed the Japs' timetable for weeks.

ated except for a few Marine guards, all possible supplies were removed or destroyed and the Navy Yard abandoned. The Canacao hospital was moved to the Sternberg General Hospital at Manila and the remaining personnel, including the First Separate Battalion, moved to the nearby Sangley Point air station. Sangley Point was heavily bombed on December 19th; twelve Marines were killed and terrible destruction made on the air station. The entire naval establishment was then abandoned; the Commandant moved to Corregidor and the First Separate Battalion was transferred to Mariveles. In the meantime all surface ships of the Asiatic Fleet had retired to the south to operate from Dutch bases.

DURING these uncertain days the Fourth Marines at Olongapo was doing what it could to help the Naval establishment there and at the new base at Mariveles. The First Battalion moved by truck and the U.S.S. *Vega* to Mariveles on December 8th and 9th and spent most of its time helping to unload naval supplies sent there. The remainder of the regiment and the Olongapo Detachment protected the Naval Station at Olongapo, augmented the fire protection system and helped prepare the shore facilities for demolition. Olongapo was bombed on December 12th and seven PBY (Catalina) patrol planes of the Navy destroyed on the water by incendiary bullets and shells from Japanese pursuit planes, three of which were Messerschmitts. Two PBY crews were lost and one of the Messerschmitts was shot down by nearby Fort Wint's antiaircraft guns. The Japs bombed Olongapo again the next day, wounding three Marines and doing some damage to shore installations.

Immediately after the second bombing of Olongapo, four officers and 122 enlisted men of the Second Battalion were placed on outpost duty at the nearby Maquinaya rifle range and the main body of what was left of the Fourth Marines moved out to a bivouac area about five miles east on the road to Manila, leaving a small guard at the Olongapo Naval Station. A regiment of the 31st Philippine Division extended the covering of the road across the northern end of

Bataan Peninsula. The Marines worked for some days preparing beach defenses on Subic Bay in the vicinity of Olongapo. One platoon of Company H reinforced the Maquinaya Beach outpost and the remainder of the Second Battalion continued work on defensive positions near Calapacuan Point and Mount Panaigar. The Second Battalion also organized gun crews for two Navy 3-lb. guns which had been emplaced at Kalaplan Point (Olongapo Cemetery) and at Maquinaya Beach to cover both channels into Subic Bay and the passes in the Subic Road near Maquinaya Beach.

On December 20th, General MacArthur requested of the Commander in Chief of the Asiatic Fleet that the services of the "powerful veteran Fourth Marines" be placed at his disposal for employment into the land defense and that surplus sailors be made available for guard purposes on the southern part of Bataan. Two days later the Fourth Marines were directed to report to General MacArthur for "such tactical control and employment as he may desire in the defense of Luzon."

The Olongapo detachment (3 officers and 73 enlisted men), under Major Stuart W. King, was disbanded on December 22nd and the personnel transferred to the Second Battalion, Fourth Marines.

Meanwhile, the First Battalion at Mariveles was busy constructing a defensive position and a battalion dump, emplacing and manning antiaircraft guns, and guarding the surface vessels in the harbor. On December 24th, Japanese bombers attacked the interned French ship, *Sikiang*, anchored in the harbor, killing two and wounding four of the six Marines of the First Battalion who were aboard guarding the vessel. Most of the enemy bombs (110, 220, and 500 lb.) were dropped from an altitude of 15,000 to 20,000 feet. The vessel sank a few days later.

During the afternoon of December 24th, the 31st Philippine Division, which had been covering Olongapo from the northwest, began withdrawing to the defensive line across the northern part of Bataan Peninsula as the enemy forces moved down from the north. It being no longer possible to hold the Olongapo Naval Station, the Fourth Marines destroyed its remaining facilities and then retired first to Mariveles and on December 27th and 28th to Corregidor, the fortified polywog-shaped island at the entrance to Manila Bay, known colloquially as the "Rock."

The First Separate Battalion had moved from Mariveles to Corregidor on December 26th, leaving 8 officers and 226 men on duty at Mariveles. It was made the Third Battalion, Fourth Marines on January 1st, bringing the total strength of the Regiment up to 65 officers, 7 warrant officers, and 1,490 enlisted men.

BY January 1st, all Marines were concentrated on Corregidor and the nearby islands of Cabello and El Fraile to relieve soldiers in guarding the beaches. The First Battalion was assigned the defense of the eastern part of the island (designated the East Sector), the Second Battalion, the western part or the West Sector, and the Third Battalion, the Middle Sector. The Third Battalion sent one platoon of four .50 caliber machine guns and one platoon of .30 caliber machine guns (2 officers and 72 men, under Second Lieutenant F. A. Hagan) to Fort Hughes on

Cabello Island, and one section of two .50 caliber machine guns to Fort Drum (known as the "concrete battleship"), on El Fraile Island. The Third Battalion also emplaced six .50 caliber machine guns at Fort Mills, on Corregidor, for antiaircraft defense and sent a detachment of Marines to Battery I, 60th Coast Artillery for assignment to antiaircraft defenses and serve as antiparachute defense of the Topside Parade Ground. Antitank ditches and barricades were constructed and improvised mines laid on the beaches of South Harbor and bomb chutes for 30-lb. demolition bombs installed on the cliffs.

In such a position and superior forces of the enemy having full control of the air and the western Pacific, the results were obvious to all participants. Nevertheless, the American and Philippine forces combatted and held off the superior Japanese forces for five long months and kept several divisions of the best enemy troops engaged, and possibly kept Japan from making even greater gains than she did before being stopped. During the long months of siege, most of the Fourth Marines remained on Corregidor and the other islands and took the bombing and bombardment. Their positions were heavily bombed by dive and horizontal bombers on December 29th and several times early in January, but casualties were light and all guns were kept in action. Then, for several weeks, there was little bombing; the Japs managed to move some medium artillery in position and fired upon the islands repeatedly, but still did no great amount of damage to military installations and personnel.

The Marines were gradually taking over additional

duties on Bataan and the fortified islands at the entrance to Manila Bay. On January 3rd, the Second Battalion sent four machine guns and ten men to Fort Hughes, and two days later sent another ten men, which brought the total number of Marines at Fort Hughes to one officer and sixty enlisted men. On January 6th, Company K organized a special detachment, designated Battery "A," for duty as a guard for General MacArthur's advance headquarters at Little Baguio on Bataan. This detachment, composed of 2 officers and 47 enlisted men, remained on this duty until January 15th when it was relieved by another Marine detachment from the Second Battalion, under 1st Lieutenant Ralph C. Mann, Jr. Battery "A" then joined the Naval Battalion at Mariveles and was assigned to duty manning antiaircraft guns and training the personnel of the Naval Battalion. A few days later, one of the .50 caliber machine guns of Battery "A" brought down a Jap plane which was dive-bombing the Dewey Drydock in Mariveles Harbor.

The Marine Detachment, Air Raid Warning Service, which had been organized on December 4th and sent to the field on December 6th, was doing commendable work. This detachment, composed of 32 enlisted Marines, 1 Navy hospital corpsman, and 1 Naval Reserve Filipino cook, under Marine Gunner John T. Brainard, operated a mobile Navy radio transmitter and receiver at various locations on Bataan from the beginning of hostilities until the Peninsula fell on April 9th. The radio apparatus, together with power plant and accessories, was operated from three large auto vans. The equipment was damaged by aerial



Newly arrived from China, Marines are shown marching along the rough roads of Bataan to meet the Japs in a last-ditch fight and make every shot count.

bombs and artillery fire on January 29th but was quickly repaired and put back in operation at a new location. On March 3rd, the unit was forced to curtail operations due to the acute shortage of gasoline. When Bataan fell on April 9th, nine men managed to escape to Corregidor; the remainder of the personnel (2 officers and 22 enlisted men) are presumed to have been captured by the Japanese.

BY the middle of March, the Japs had brought up more artillery, including some heavy howitzers. These guns fired hundreds of shells on the forts but did little damage. They repeated the same schedule, after a few days, apparently trying to knock out the antiaircraft and coastal guns. On March 24th and 25th, the Japs again bombed the fortified islands very heavily with 40 to 50 bombers and continued the attacks for several days, but less severely, keeping the garrison under air alarm most of the time.

The main Japanese army gradually closed in on the American-Filipino Army holding a line across Bataan. These early attacks were made without due consideration of the defenders' strength and were thrown back with heavy losses. The Japs made what they considered sufficient preparation and bombarded the American line for several days, then made some advance but were again thrown back with heavy losses. They made many infiltrations into our positions and several times landed small forces ashore in rear of the main line of resistance.

One of these landings was made on the southwest corner of Bataan during the night of January 22-23. Two battalions came ashore in the Agloloma Bay region for the purpose of cutting the Bagac-Mariveles road about three miles inland from this point. Another force continued on down the coast to the Quinalalakan Bay area, landing at Lapiay and Longoskawayan Points, on opposite sides of the bay, in an attempt to drive through to the Naval Base at Mariveles. Immediately after landing, this force sent a number of small forces of snipers to the Pucot Hill area, about one-half mile southwest of Mariveles. The Naval Battalion at Mariveles, composed of Marines, Army pursuit pilots, and miscellaneous naval personnel, under Commander F. J. Bridget, U.S.N., was ordered to take the necessary action to remove the sniper menace and hold the Jap landing force on the Points. Battery A, under 1st Lieutenant William F. Hogaboom, USMC, which had been ordered to duty with the Naval Battalion on January 15th, and a platoon of Marine noncommissioned officers and bluejackets, under Lieutenant Pew, U.S.N., were sent to the Pucot Hill area to deal with the snipers and guard the trails leading into Mariveles.

During the early morning of January 25th, additional mortar and machine gun sections from Companies D and H, Fourth Marines, under 1st Lieutenant Michael E. Peshek, USMC, were sent from Corregidor to reinforce the Naval Battalion at Mariveles for the attack on Lapiay and Longoskawayan Points. One 81mm. mortar squad of Company D, under Gunnery Sergeant Harold M. Ferrell, moved into position and opened fire on Longoskawayan Point at 4:15 A.M., while the other squad of Company D moved to a position south of Culad Bay and opened fire on Lapiay Point. After units of the Naval Battalion had

cleaned up Lapiay Point, this mortar squad moved to the flats in rear of Lelain Point on January 26th and supported the attack on Longoskawayan Point the morning of the 27th. Battery A rejoined the Naval Battalion prior to the attack and was assigned a position on the right flank. The attack made some progress but was stopped at about noon by heavy machine gun and 60mm. mortar fire which caused a considerable number of casualties. The Second Battalion of the 57th Philippine Scouts passed through the Naval Battalion's line during the afternoon and attacked the morning of January 28th, but made little progress. The following morning all available guns were brought to bear on the point; 75mm. fire on the north, 12-inch howitzer fire (from Corregidor) on the south, and 3-inch gun fire (from the U.S.S. *Quail*) on the west. The 12-inch howitzer fire from Corregidor was ineffective, due to lack of spotting and communication facilities, but the position was captured at about 4:30 P.M. and the mopping-up followed. A number of the remaining Japanese soldiers committed suicide by jumping over the cliffs. Lieutenant Colonel (now Colonel) William T. Clement, Marine officer on the Staff of the Commander in Chief, U. S. Asiatic Fleet, voluntarily served with the Naval Battalion during this period, and later assumed command of the battalion when Commander Bridget became ill. Colonel Clement was ordered to Australia for duty on the Staff of the Commander, Allied Forces, and sailed from the Philippines on a submarine, April 10, 1942.

Because of the enemy pressure in the center of our battle position and the enemy landings on the southwest coast of Bataan, our line began withdrawing on January 25th to a position extending generally along the Pilar-Bagac Road, the second and final main line of resistance on Bataan Peninsula. There were periods of comparative quiet with the main Japanese force held back out of contact with the American and Philippine troops. By early April, the enemy had landed strong reinforcements, including artillery and tank units. After several days of intensive artillery and aerial bombardment, the enemy launched a vicious attack on the front of the II (right) Corps on the night of April 2-3 and effected a penetration through our lines. During the following day and night, the penetration was widened and extended in depth. On the morning of April 8th, enemy infantry, supported by a heavy aerial and artillery bombardment, was able to drive south and east and reach Cabcaben on the east side of Bataan. Advance enemy units, including tanks, then drove west from Cabcaben and entered Mariveles. The swiftness with which the entire attack was executed caused the complete disorganization of the II Corps and left the I Corps on western Bataan entirely isolated. The situation was hopeless and the troops on Bataan gradually surrendered. By the evening of April 9th, all except desultory fighting ceased. Several small detachments of Marines (approximately 6 officers and 71 enlisted men) serving with the Army on Bataan were presumably captured by the Japanese.

At the fall of Bataan, a few of the troops escaped to Corregidor and Fort Hughes; a number of small detachments of Army and Navy, as well as Philippine soldiers, were attached to the Fourth Marines bringing its strength up to about 4,000 officers and enlisted men. The Marines,

with the attached troops, continued to hold the beach positions, man antiaircraft guns, and perform all manner of duties in the forts except that of manning the main coast defense guns.

The Japs were soon able to emplace several batteries of heavy howitzers on the wooded slopes of Mount Mariveles on Bataan and shell the fortified islands. They had for some time been bombarding the islands from the vicinity of Cavite and the mainland shore south of Corregidor.

THE full record of the Marines in the Philippines was closed out on May 2, 1942, and sent to Washington. What happened after that date is known only by radio reports. The report of casualties is not excessive considering the heavy bombardment by guns and bombers. The total reported casualties of the Fourth Marines on Corregidor from December 29, 1941 to May 2, 1942 was 21 killed and died of wounds and 86 wounded and injured.

The bombing and shelling of Corregidor and the other fortified islands by the enemy increased to a new high pitch on May 4th. During the night of May 5-6, Japanese troops, accompanied by light tanks and mortars, effected a landing on the north beach of the low, flat tail of the island. It was a dark, moonless night, and the roar of exploding shells from enemy guns on Bataan and the shore south of Corregidor prevented the defenders from hearing the noise of the assault boats and barges as they approached the island. Within an hour after the initial landing the Japanese troops had taken possession of the tail of the island but had been unable to get their tanks past the antitank barricades, which had been erected by the Fourth Marines. At about

daylight, the enemy forces began the assault on the main part of the island. The defenders put up a stubborn resistance and the battle raged all day, but the constant stream of reinforcements from Mariveles eventually wore down the courageous but exhausted American and Philippine forces; the next day brought surrender, bringing to a close the story of a gallant defense which has become an epic in American history.

According to the latest reports, there were approximately 77 officers and 1,474 enlisted men of the Marine Corps on the fortified islands who were forced to surrender.

Lieutenant General Wainwright, who succeeded General MacArthur as commander of all American and Philippine forces in the Far East, on March 11, included the Fourth Marines in an Army citation of units for service in the defense of the fortified islands. In addition to the unit citation, 176 officers and enlisted men of the regiment have been awarded individual decorations by the Army.

The defenders of the fortified islands had taken over four months of savage battering by bombers and artillery with every one of them knowing that there could be but one end to the siege. Time and again they smashed Japanese concentrations on Bataan's shores, but there was no defense against the heavy artillery raining death and destruction from the heights of Mariveles. They fought to the very last; never could it be said more truly of any bastion that there was glory in their defeat. By their heroic defense of Bataan and the fortified islands, they tied up a large number of Japan's best troops from combat elsewhere. It has been said that they may have saved Australia from invasion. To say the least, they upset the Japanese timetable of conquest.

NAVAL CASUALTIES

TOTAL naval casualties reported to next of kin from December 7, 1941, to November 26, 1943, are 31,768, which breaks down by services and classifications as follows:

	Dead	Wounded	Missing	Prisoner of War	Totals
U. S. N.	10,507	2987	8250	2279	24,023
U. S. M. C.	2,136	2591	635	1948	7,310
U. S. C. G.	316	77	41	1	435
	12,959	5655	8926	4228	31,768

Decorations and Commendations

GOLD STAR IN LIEU OF SECOND NAVY CROSS

CAPTAIN ELMER G. GLIDDEN, JR., USMCR:

"For extraordinary heroism while attached to and later in command of a Marine Scout-Bombing Squadron during action against enemy Japanese forces in the Solomon Islands Area, August 30 to October 16, 1942. In addition to almost daily participation in dangerous scouting and patrolling missions as far as 250 miles from his base at Guadalcanal Island, Captain Glidden, with courageous disregard for his own safety, led numerous flight missions in aggressive attacks on valuable enemy objectives. On two occasions, he led a division of planes in devastating raids on enemy landing boats at Santa Isabel and San Jorge Islands, leaving practically all of the thirty-four boats at the former objective useless to the Japanese. In five other flights he struck smashing blows on two cruisers and six destroyers near Guadalcanal, inflicted severe damage on hostile installations at Cape Esperance, and demolished enemy buildings and strafed personnel at Visale Mission. His brilliant leadership, superb flying skill, and gallant devotion to duty were in keeping with the highest traditions of the United States Naval Service."

FIRST LIEUTENANT ROBERT W. VAUPELL, USMCR:

"For extraordinary heroism as a pilot attached to a Marine Aircraft Group during action against enemy Japanese forces in the Solomon Islands Area, August 30 to October 8, 1942. During a hazardous scouting mission, First Lieutenant Vaupell established contact with an enemy cruiser and three destroyers and, despite persistent attacks by aircraft serving as a protective cover for the vessels, he remained in an exposed position while the information was relayed to his base. Then, although suffering acutely from personal injuries, he fought his plane through intense antiaircraft fire against enemy aircraft to deliver an attack on the hostile force. During the ensuing engagement, he destroyed one enemy plane. In four other flights, First Lieutenant Vaupell participated in vigorous attacks on a total of two cruisers and nine destroyers, inflicting serious damage on these warships. His superlative courage, unconquerable fighting spirit, and valiant disregard for his own personal safety were in keeping with the highest traditions of the United States Naval Service."

NAVY CROSS

COLONEL HARRY B. LIVERSEDGE, USMC:

"For extraordinary heroism as the Commanding Officer of Marine Corps and Army forces during operations on New Georgia Island, Solomon Islands, during the period from July 5 to August 29, 1943. Colonel Liversedge gallantly led his troops against a fanatic and savage enemy, well versed in jungle warfare and entrenched in strong, previously prepared positions, with such relentless courage and heroic determination that the Japanese were forced to withdraw and their ultimate defeat accomplished. His complete disregard for his own safety during exposure to enemy fire while leading advance elements of his forces and his daring and brilliant tactics were an inspiration to his command in keeping with the highest traditions of the United States Naval Service."

FIRST LIEUTENANT WILLIAM P. MARONTATE, USMCR:

"For extraordinary heroism while attached to a Marine Aircraft Group in combat against enemy Japanese forces in the Solomon Islands Area during a period of intense enemy activity from October 9, 1942, to January 15, 1943. During his first tour of duty in this area, First Lieutenant Marontate, as pilot of a fighter plane, led his four-plane division of the flight with such aggressive skill that fifty-six enemy aircraft were destroyed, he personally accounting for nine hostile aircraft. On January 4, leading a section of fighter planes as protection for a task force, he gallantly fought off enemy aircraft which were attacking our vessels and brought down two Japanese dive bombers and one Zero. While escorting a striking force of dive bombers on January 15 in an attack against enemy shipping off New Georgia Island, he succeeded in destroying at least one enemy aircraft before he was shot down by Japanese fighter planes. His superb airmanship, great courage, and fearless devotion to duty were in keeping with the highest traditions of the United States Naval Service."

SECOND LIEUTENANT CHARLES J. KIMMEL, USMC:

"For extraordinary heroism and outstanding courage while in command of a platoon during action against enemy Japanese forces west of the Matanikau River on Guadalcanal, Solomon Islands, November 2, 1942. Grimly aware of the importance of dislodging the enemy from their positions before nightfall, and though momentarily stopped by terrifically heavy opposition during the advance, Second Lieutenant Kimmel encouraged and inspired his men to heights of tremendous endeavor. Valiantly leading the bayonet charge initiated by his command, he was wounded during the fierce hand-to-hand struggle that ensued. As a result of his daring spirit and inspiring leadership, the enemy was completely routed and the company's objective attained."

DISTINGUISHED SERVICE MEDAL

COLONEL WILLIAM O. BRICE, USMC:

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility as Commanding Officer of all Search Bombing and Torpedo Aircraft of the United States Army, Navy, Marine Corps, and the Royal New Zealand Air Force, operating at Guadalcanal, Solomon Islands, from December 19, 1942 to April 1, 1943. During this critical period of daily missions against the Japanese, the operations of units under Colonel Brice's efficient and forceful command resulted in tremendous losses to the enemy including 36 vessels sunk or severely damaged, 64 aircraft destroyed in the air or on the ground and much Japanese equipment demolished. The marked effectiveness of the Bomber Command in disrupting enemy planning through devastating attack has been attained through Colonel Brice's inspiring leadership, his comprehensive tactical knowledge and his fearless and daring aggressiveness. His loyal devotion to duty throughout this important phase of the occupation of the Solomons was in keeping with the highest traditions of the United States Naval Service."

LEGION OF MERIT

BRIGADIER GENERAL DE WITT PECK, USMC:

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Assistant Chief of Staff of War Plans to the Commander South Pacific Area and South Pacific Force from May, 1942 to July, 1943. Because of his sound planning through a comprehensive knowledge of amphibious operations, Brigadier General Peck mastered the formidable problems of logistics and, by his determined and untiring efforts toward the development of fighting power, was instrumental in enabling our forces to exert their full strength against the Japanese in a series of crushing defeats which contributed immeasurably to the continued success of the Allied Campaign in the Solomons."

LIEUTENANT COLONEL CHANDLER W. JOHNSON, USMC:

"For exceptionally meritorious conduct in the performance of out-



AWARDED LEGION OF MERIT

Brigadier General De Witt Peck, USMC, now Director of Plans and Policies at Headquarters Marine Corps, decorated for his services as a staff officer in amphibious operations in the Solomons.

standing services to the Government of the United States in a position of great responsibility in action against enemy Japanese forces at Tulagi and Guadalcanal, Solomon Islands, from August 7, 1942 to February 9, 1943. Occupying a command post well within the hostile bomb patterns throughout this period of intense enemy activity, Lieutenant Colonel Johnson, despite the fact that his command post, office dugout and tent were all damaged or destroyed, commanded with high efficiency all of the special weapons antiaircraft defense of Henderson Field. By his excellent judgment and brilliant leadership, he contributed greatly to the success of our forces in the destruction of forty-nine enemy aircraft. His gallant courage and inspiring devotion to duty under extremely adverse conditions were in keeping with the highest traditions of the United States Naval Service."

LIEUTENANT COLONEL HAROLD C. ROBERTS, USMC:

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States in a position of great responsibility as Executive Officer and later as Commanding Officer of a battalion during action against enemy Japanese forces on Guadalcanal, Solomon Islands, from August 7, 1942 to January 12, 1943. Throughout this prolonged period of intense hostile activity, Lieutenant Colonel Roberts, although seriously ill, executed his vital duties with brilliant professional ability and gallant leadership. His cool courage and untiring energy in the face of extremely adverse conditions contributed greatly to the success of our forces and were a constant source of inspiration to the officers and men under his command. His conduct at all times was in keeping with the highest traditions of the United States Naval Service."

SILVER STAR

*Extracts from citations**

LIEUTENANT COLONEL JULIAN N. FRISBIE, USMC:

"When a large Japanese force attacked the defensive lines of a sector under his command in the Lunga Area, Lieutenant Colonel Frisbie, on the front line of his forces, tirelessly worked to replenish dwindling ammunition supplies in the forward area, obtain necessary artillery support, and direct timely reinforcements."

MAJOR KENNETH D. BAILEY, USMC:

"After the advance of his company had been stopped by concentrated machine-gun and rifle fire, Major Bailey worked his way, with great difficulty, to the side of a Japanese dugout and attempted to remove rocks from its walls in order to permit his men to attack it from the flank. With heroic and inspiring leadership, although severely wounded, he continued to direct the ensuing action of his company until he was forcibly evacuated, thereby contributing materially to the destruction of the machine-gun nest and enabling his men to successfully carry out their mission."

CAPTAIN HUGH D. LEIDEL, USMC:

"With utter disregard for his own personal safety, Captain Leidel, on numerous occasions, led his men up over an extremely dangerous ridge in the face of heavy Japanese machine-gun fire, and inflicted heavy casualties upon the enemy. By his outstanding bravery and indomitable fighting spirit, he inspired marines throughout his battalion with a desire to accompany him on these hazardous missions. Although wounded, he successfully attacked a hostile position, using captured hand grenades against the enemy, and seized a flag and valuable equipment from Japanese who had been killed in foxholes along the line of his withdrawal."

CAPTAIN LEWIS W. WALT, USMC:

"Captain Walt, with complete disregard to his own safety, directed the attack by his company on a strongly entrenched and cleverly concealed Japanese force, ultimately compelling the enemy to retire. Observing that several men of his assault force were seriously wounded by hostile fire, Captain Walt, although he, himself, was exposed to intense machine-gun and sniper fire, rushed forward and personally dragged two of his men to cover, thereby saving their lives."

CAPTAIN REGAN FULLER, USMCR:

"Despite continuous and dangerous assaults by a numerically superior Japanese force which was attempting to smash the Lunga defense lines, Captain Fuller daringly commanded his men in devastating counterattacks and, by his great personal valor and disregard for his own safety, contributed to the rout and virtual annihilation of an entire Japanese regiment."

CAPTAIN MARSHALL W. MOORE, USMCR:

"Despite continuous and dangerous assaults by a numerically superior Japanese force which was attempting to smash the Lunga defense lines, Captain Moore daringly commanded his men in maintaining our po-

*NOTE: The editor greatly regrets that space and paper shortage will not permit printing all citations and commendations in full.



AIR GENERAL DECORATED

Brigadier General Francis P. Mulcahy, USMC, Commander of Air, New Georgia, is awarded the Legion of Merit for "exceptionally meritorious conduct and outstanding service as the Commander of Air in the New Georgia area," by Major General Oscar W. Griswold, USA, Commanding General, Occupation Forces.

sitions and repulsing the enemy. With utter disregard for his own personal safety, he led his company in brilliant and devastating counterattacks and contributed to the rout and virtual annihilation of an entire Japanese regiment."

CAPTAIN JACK R. MOORE, USMCR:

"Daringly leading his flight of fighters on January 13 on an escort mission against enemy destroyers, Captain Moore was intercepted by fourteen hostile fighters. During the ensuing engagement, he personally accounted for two of the twelve enemy aircraft destroyed, but later was shot down by the Japanese and listed as missing in action for fourteen days. Immediately upon his return to duty, he resumed command of his flight and on February 1, led his men on a mission to intercept approaching enemy bombers. While in pursuit, he was attacked by hostile fighters, his plane severely damaged, and he, himself, seriously wounded. Although in great pain from his injuries, he skillfully disengaged the enemy and returned to the base where he effected a safe landing."

CAPTAIN ROBERT J. RODGERS, USMCR:

"For conspicuous gallantry, despite continuous and dangerous assaults by a numerically superior Japanese force which was attempting to destroy the Lunga defense lines, Captain Rodgers daringly commanded his men in devastating counterattacks and, by his great personal valor and disregard for his own safety, contributed to the rout and virtual annihilation of an entire Japanese regiment."

SECOND LIEUTENANT MARTIN R. FREEMAN, USMC:

"When a patrol in front of his company line was subjected to intense enemy cross machine-gun fire which inflicted severe casualties on the patrol and pinned it down, Second Lieutenant Freeman, with complete disregard for his own personal safety, left the company Command Post in response to a call from the patrol for aid and moved forward through concentrated sniper fire to a point where he could assist members of the harassed patrol. In the face of continued heavy enemy fire, he rendered invaluable aid to the seriously wounded until his upper left arm was shattered by a bullet. Despite the severity of his injury, he returned to his Command Post and reported the enemy situation, thereby furnishing vital information which enabled the company commander to take positive action and undoubtedly saved the lives of many of the patrol."

SECOND LIEUTENANT LEONARD R. HELLER, USMCR:

"For conspicuous gallantry and intrepidity while attached to the First Marine Division, on the night of October 24, during continuous and dangerous assaults in the Lunga Area by a numerically superior Japanese force, Second Lieutenant Heller, utterly disregarding his own personal safety, acted as a voluntary forward observer and remained at his post for twelve gruelling hours. Despite his constant exposure to heavy enemy fire, he skillfully directed the devastating blasts of the artillery and heavy mortars as well as the operations of his own mortar."

platoon, thereby contributing in a large measure to the defeat and virtual annihilation of an entire Japanese regiment."

SECOND LIEUTENANT ASTLE A. RYDER, USMCR:

"Leading his platoon in an attack on a Japanese emplacement, Second Lieutenant Ryder was severely wounded. Without regard to his injuries, he re-entered the action and destroyed three of the enemy who were directing concentrated machine-gun fire into the position occupied by his platoon, thereby materially assisting his command to advance and successfully complete its mission."

SECOND LIEUTENANT LAWRENCE C. TAYLOR, USMCR:

"Prevented by a faulty engine from taking off with his flight to attack a hostile force of greatly superior strength, Second Lieutenant Taylor skillfully effected hasty repairs and at the first opportunity took off alone to join his comrades in the action. Although it was his first combat flight and he was entirely unfamiliar with the area, his superb airmanship and dauntless courage under extremely adverse conditions enabled him to destroy one heavy bomber."

SECOND LIEUTENANT MELVIN A. TRAYLOR, JR., USMCR:

"Second Lieutenant Traylor, at his own request and with complete disregard for his personal safety, accompanied an advance patrol into exceedingly dangerous territory in front of his lines. When the only infantry officer present was killed as a result of heavy enemy fire, he immediately assumed command of the patrol and by his inspiring leadership and indomitable courage, kept it intact as a fighting unit. Through effective and accurate direction of artillery fire, he was later able to render vital aid in neutralizing the heavy enemy resistance."

DISTINGUISHED FLYING CROSS

Extracts from citations

CAPTAIN IRWIN W. CARTER, USMCR:

"Intercepted by three Zeros while leading his command of fighters on an escort mission, Captain Carter, although his own plane was damaged during the engagement, destroyed one hostile attacker and drove off the other two. While he was leading a subsequent escort flight to Munda Point, his division of four fighters, upon encountering twelve Zeros, shot down two of the enemy craft. Although his own tail man and two wing men succumbed to hostile fire, Captain Carter without aid, covered our dive bombers in a successful withdrawal to their base."

CAPTAIN JOE H. MCGLOTHLIN, JR., USMCR:

"From December 1, 1942 to January 10, 1943, Captain McGlothlin participated in numerous combat missions against enemy fighter planes, ships, and shore installations. On one occasion, while leading his flight of seven fighters as an escort for our dive bombers to Munda, New Georgia, he encountered at least fourteen Zeros. Attacking the Japanese fighters with vigor and determination, his flight destroyed ten of the hostile craft, with the loss of two of our own planes, he personally accounting for one Zero fighter which attempted to shoot down one of our bombers."

FIRST LIEUTENANT WORTHAM S. ASHCROFT, USMCR:

"During a period of intensive air activity, First Lieutenant Ashcroft, with outstanding skill and excellent judgment, participated in at least 30 important flights against the Japanese, consisting of patrols, searches, special missions and attacks on hostile ships and land installations. On October 14 after the death of his Commanding Officer, Executive Officer and Flight Officer, First Lieutenant Ashcroft assumed command of his squadron and, exercising keen initiative and inspiring leadership, directed a flight of five dive bombers in an attack on five enemy transports engaged in landing operations. Despite heavy fire and strong opposition from hostile fighters, he scored a direct bomb hit on one of the transports."

FIRST LIEUTENANT THOMAS W. FURLOW, USMCR:

"With utter disregard for his own personal safety, First Lieutenant Furlow carried out repeated attacks against the enemy at extreme ranges from his base and under hazardous weather conditions, fully realizing that he might run out of fuel and be unable to return to his field. Even though flying a tail position, he personally destroyed three of the sixty-eight Japanese aircraft shot down by his division. On January 15, while a member of a fighter escort for dive bombers which attacked enemy shipping about 220 miles from Guadalcanal and were assaulted by twelve Zero fighters, he destroyed one Japanese fighter and aided materially in breaking up the hostile attack, enabling our dive bombers to complete their mission successfully."

SECOND LIEUTENANT JOSEPH E. CANNON, USMCR:

"Setting out as part of a four-plane escort to a group of dive bombers ordered to attack ground installations on Munda Point, Second Lieutenant Cannon encountered fifteen enemy Zero-type fighters. In the

ensuing action he fought with skill and accuracy, personally shooting down two enemy planes and contributing to the destruction of eight additional hostile aircraft."

SECOND LIEUTENANT HOMER V. COOK, USMCR:

"Relentlessly pressing home his attacks through heavy antiaircraft fire against various hostile objectives, Second Lieutenant Cook amassed a total of over one hundred hours of combat flight while participating in numerous offensive missions over dangerous enemy territory. Included in these flights were two highly successful raids on naval installations in Gizo Bay, a destructive assault on a seaplane base at Rekata Bay, and two damaging attacks on three cruisers and eight destroyers."

SECOND LIEUTENANT SAMUEL T. GILLESPIE, USMCR:

"During a critical period of intense hostile activity, Second Lieutenant Gillespie, with outstanding skill and excellent judgment, participated in numerous important flights against the Japanese, consisting of searches, special missions and attacks on hostile ships and land installations. On one occasion, in the face of particularly heavy antiaircraft fire, he maneuvered his plane with such grim determination and superb airmanship as to make a direct hit, with a one thousand pound bomb, on an enemy light cruiser, thus assisting materially in the turning back of a hostile task force which constituted a serious threat to our positions."

SECOND LIEUTENANT GORDON E. GRAY, USMCR:

"When his plane was attacked by twelve enemy fighters, Second Lieutenant Gray, by his skillful maneuvering, enabled his gunners to shoot down two Japanese fighters and damage three others. Although wounded during the engagement, he brought his damaged plane safely back to Guadalcanal."

SECOND LIEUTENANT DALE M. LESLIE, USMCR:

"Despite the ever present dangers involving operations over hostile territory, Second Lieutenant Leslie courageously flew in many missions against enemy objectives. In addition to vigorously attacking naval installations at Gizo Bay, he took part in two destructive raids on a large Japanese landing force. During one four-day period while our forces were engaged in a land offensive, he made fifteen hazardous flights in support of the ground action and, when a part of our troops was entrapped by a numerically superior enemy force, he was instrumental in extricating the besieged men from a perilous situation."

SECOND LIEUTENANT LELAND E. THOMAS, USMCR:

"While vigorously attacking a hostile force composed of a light cruiser, four transports and seven destroyers, Second Lieutenant Thomas, by his expert marksmanship and superb flying skill, scored the second of two hits which sunk the light cruiser. Resolutely pursuing his task, he further contributed to the destruction of one large destroyer. On a later date, after contacting a hostile light cruiser and two destroyers while a member of a two-plane aerial search, he immediately transmitted a report to his base and launched an aggressive attack, scoring several near misses on the enemy warships."

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SECOND LIEUTENANT MELVIN R. NAWMAN, USMCR

LETTERS OF COMMENDATION

By Commanding General, United States Army Forces in South Pacific:

COLONEL H. B. LIVERSEDGE, USMC

By Commander, New Georgia Air Force:

MAJOR GOODWIN R. LUCK, USMC

MAJOR VERNON A. PETERSON, USMCR

FIRST LIEUTENANT HAROLD C. O'DONNELL, USMCR

BOOK REVIEWS

(See also list of recommended books on inside front cover)

MAKERS OF MODERN STRATEGY. Edited by Edward Mead Earle. New Jersey: Princeton University Press. 553 pp. \$3.75.

THIS book is a tremendous undertaking with good results. The authors are many and the thoughts are those of the great masters of strategy from Machiavelli to Hitler—if we accept the latter as one. The book contains the essence of a library on the subject—many of the teachings are made available to us in English for the first time. The contributions of the great masters are clearly presented and their relations to each other brought out. The best teachings on the subject for 400 years are between the covers of the book. Its publication at Princeton is another indication of the leadership of that university in the field of naval and military thought.

The concept of strategy is taken in a very broad sense, more nearly that of methods and means in the conduct of war rather than in the limited sense. It shows that politics play an increasingly important part in winning war and the peace that follows. As the author puts it: "Under modern military conditions, military questions are so interwoven with economic, political, social and technological phenomena that it is doubtful if one can speak of a purely military strategy. Much of Hitler's success up to the invasion of Russia in 1941 was due to his remarkable understanding of this fundamental fact. His opponents in the field and in the chancelleries of Europe were still thinking, until the fall of France, in terms of the seventeenth century when politics and war, strategy and tactics, could in some measure be put into separate categories."

The work is divided into five sections and an epilogue on the Nazi concept of war, notes, etc.

Section I is devoted to the origins of modern war and in addition to Machiavelli, presents the influence of Vauban, the engineer specialist, on fortresses and their reduction, and Frederick the Great, the master of drill and tactics. Section II covers the three great teachers, one of them the greatest master of war—Napoleon, the other two his interpreters, Jomini and Clausewitz. For those who have little taste for the latter, Mr. H. Rothfel's interpretation of his teachings is recommended.

In the third section the reader is taken rather far afield into the great teachers of economics, statesmanship, politics, and look at the modern war planning for World War I. All of the many subjects are, of course, treated in their relation to the conduct of war.

The next section is devoted to the writing of the period between the two world wars, civilians, generals, Red revolution leaders, geopoliticians, and the teachers of defense who helped the fall of France and brought the Allies so near defeat.

But of more interest to our leaders in this war is sea and air war in the last section. The teachings of Mahan are presented ably by Margaret Sprout, Japanese strategy by Alexander Kiralfy and the up to date air war theorist by Edward Warner. We have covered much of the last mentioned writings in our book reviews. The development of Japanese naval strategy is outlined by examples of battles from centuries of history which show that the Japanese look to their army as the main implement of war and the navy as a hit and run outfit that steers clear of the Nelson idea of following up for a complete destruction of the enemy.

The twenty contributors are all scholars of the highest type. Several are a part of or associated with the Institute of Ad-

vanced Study at Princeton where discussions that later led to the writing of the book originated. Strange to say none are regular naval or military officers; yet, a better selection of men to handle this great survey could hardly be found.

C. H. METCALF.

LONG WERE THE NIGHTS. By Hugh B. Cave. New York: Dodd, Mead & Co. 215 pp. \$3.00.

THIS is a story of the action of the first PT boats that went to the South Pacific. There were only four that stood the enemy off for about fifteen days. Then the other four of squadron X arrived and these eight boats and their crews were follow into action night after night.

The squadron was under the command of Lieutenant Commander Allen R. Montgomery. He had trained his crews in the Canal Zone. Hard and rigorous training it was but he never asked of his men more than he gave of himself. He well knew the men had to know their jobs perfectly and know how to work under unfavorable circumstances and function perfectly as a team.

These boats were only small pieces of plywood seventy-seven feet long with no armor for protection. They had to depend on darkness and speed to get themselves out of the way of the enemy. A boat carries a crew of two officers and eight men. Every man has a specialized job to do and they must work as a team or be in trouble. The man who watches over the engines is one of the crew who seldom leaves his boat except for absolute rest and sometimes the commander of the crew has to order him out for that. But he knows well that the safety of the boat, his own life, and the safety of his comrades may depend on his ability to make those engines give the necessary speed that night. Every member of the crew has his special job and the responsibility is great.

The last of August, 1942, they sailed from Panama. When they arrived in the South Pacific, they were left at dark on their last night out to make their way in alone, under cover of darkness. The four small, frail boats were to dash through the night at top speed, through strange waters, infested with Japs and coral reefs, in order to reach Tulagi Island before dawn. There they would become a part of Admiral Turner's amphibious force.

The situation there at that time was bad. The Marines were holding on with their bare hands. The Japanese still had control of the air and sea. They bombed the Marines day and night; they also sent in ships to shell them at night. So these four pieces of plywood with their gallant crews were to do what they could to discourage these ships from coming down at night. The Marines on Guadalcanal were desperately in need of rest. One Marine put it this way to Commander Montgomery: "Just teach the bastards to stay home in bed nights where they belong. Just do that and we will remember you in our prayers."

Four boats arrived on October 12 and on October 13 were ordered out to meet a task force of eight destroyers, four cruisers, and a battleship. Can you imagine those four plywood boats going against such a force? They slipped in and all sent their torpedoes into the ships. The results were one cruiser sunk, two other ships damaged, and the force withdrew.

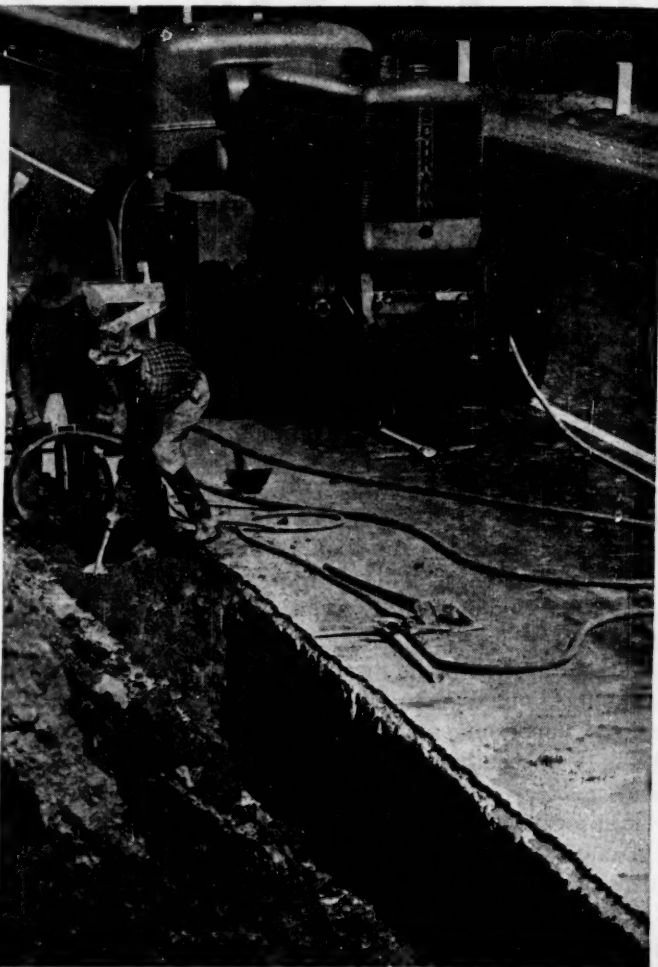
Those gallant crews went out every night to patrol Sleepless Lagoon between Tulagi and Guadalcanal. They beat back and

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Joseph Grohs.

forth to intercept and do all damage possible to the enemy. These long, hot, rainy, sticky nights were hard on the tense crews as they strained every nerve to see the enemy first. They met him often but they were capable and lucky.

The results of the attacks on the enemy are almost unbelievable. At the end of their four months, the conservative Navy report shows that they had sunk one heavy cruiser, six destroyers, one submarine, and two or three smaller craft. The Navy didn't include seven other destroyers that were hit by torpedoes and one troop ship. Nor did the Navy report show that the enemy came less often because of these little pests.

Squadron X had gone almost beyond the endurance of man. These long tense nights, the necessary work by day, and the mosquitoes and malaria had been too much for some. I wish those fine American boys could have been spared that last horrible night when they were caught by a large force and some of the boats and crews lost. Every page of this book makes you proud of the brave men. We thank God for these boys of ours and for their bravery and unselfish devotion to duty.

NELLIE HILL.

THE INFANTRY JOURNAL READER. Selected and edited by Colonel Joseph I. Greene. New York: Doubleday, Doran & Company, Inc. 680 pp. \$3.00.

THE publication of "readers" or anthologies on a particular subject has become a popular fad, and the *Infantry Journal Reader* is likely to prove one of the most popular in the military field. For one thing, it is an excellent value for there is a great deal of material in the book, and for the most part the material is of an exceptionally high order.

The *Infantry Journal* has always had a high standing among service periodicals and, under the editorship of Colonel Greene, it has become a recognized leader in its field. The columns of the *Infantry Journal* are open to military men of all ranks who have something worthwhile to say and the ability to say it in an interesting and convincing manner. The *Reader* reflects this policy and contains articles dealing with a wide range of subjects. Strategy and tactics, training problems, combat experiences, humor and satire are all represented. The articles have this in common—that they were originally published in the *Infantry Journal*—and they cover a period from 1907 to the present date. It is surprising how timely and, in some instances, prophetic the older articles are although they have, of course, been selected with the benefit of hindsight.

Among the contributors are many who are today recognized as military leaders of the highest rank and whose contributions earlier in their military careers show them to have been alert military thinkers long before they achieved public recognition. The top-flight names represented by contributions earlier in their careers include, for example, Generals Marshall, MacArthur, Stilwell, Patton, Patch, Chennault, and Lee. The Navy is represented by Vice-Admiral William S. Sims, and even our German enemy is represented, by Colonel General Heinz Guderian, whose article on armored forces, published in 1937, foreshadowed coming German operations. Well known civilian writers are also represented, including Fletcher Pratt, Harold Lamb, and Dr. Dallas D. Irvine.

The material in the *Reader* is grouped into eight sections entitled The Soldier Looks Ahead—1, Better Ways of War, Leadership and Discipline, Learning War From Past Wars, Generals, Other Armies, Today's War, and The Soldier Looks Ahead—2. With such wealth of subjects and authors, it would be invidious to single out individual contributions for commendation, although it may not be out of order to indicate a few of the articles that this reviewer found particularly in-

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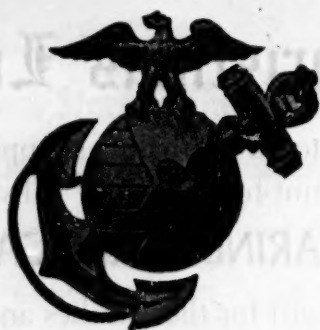
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teresting or valuable. The training article by Major James W. Bellah, "*This Platoon Will . . .*," is exceptionally helpful to junior officers. The editorial entitled *Air Forces* by Major (now Colonel) John R. M. Taylor, published in 1918, is interesting as being, perhaps, the first suggestion of a separate air force. *Counsel For the Defense* by Lieutenant Colonel (now Lieutenant General) Joseph W. Stilwell is a straightforward discussion written in 1933 on the basis that, while we would prefer an offensive war, "perhaps the next time it will be on us quickly and we won't have a year to get ready to attack." *Animadversions Anent Anfractuouse and Obfuscatory Locutions* by Captain (now Colonel) Russell Skinner is a refreshing criticism of the use of four-dollar words in military terminology where twenty-five cent ones would do just as well. Along the same lines is the poetic contribution of Major (now Colonel) Arnold W. Shutter, the first stanza of which will arouse sympathy on the part of most military men:

Oh, I wish I had had a commission
With J. Caesar's legions of old,
When the mimeograph, as we know it,
Was a story that hadn't been told.
The orders were then mostly verbal,
And they seldom took time out to write;
For the bulk of an officer's duties
Lay in teaching his men how to fight.

All in all, the *Infantry Journal Reader* is an excellent anthology of military writings. It will furnish many hours of enjoyable reading and is certain to leave at least a few valuable and constructive thoughts in the mind of the reader.

C. P. MOREHOUSE.

THE NAVY READER. Edited by Lieutenant William Harrison Fetridge, USNR. New York: Bobbs-Merrill Company. 443 pp. \$3.75.

THE *Navy Reader* is a collection of recently published magazine and newspaper articles and extracts from popular books about the Navy at war. The articles are arranged according to the nature of the duties performed by different components of the Navy. The entire range of naval vessels is covered by articles recounting the experiences of men in battle on each type. It contains a section entitled "Battle Stations" which has accounts of the principal naval battles thus far in the war, presented in an interesting manner and on the point of view of an eye witness. A heavier section is entitled "The Navy in Global War"—it contains articles written by Admiral Hart and some of the better known war correspondents. The nature of naval warfare is covered by four articles written by

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Admiral Pratt. The final section is devoted to miscellaneous information about the Navy and is entitled "Ditty Box."

The book is designed to help the new naval officer or enlisted man understand the Navy better; to make him understand its men and ships and teach him something about the experiences of others in combat in order to prepare him for his own trial by fire. The articles are written by naval officers, reserve officers and civilians who are particularly qualified to write on the subjects. Many of them are personal experience stories. The book is an attempt to combine the qualities of a textbook with that of entertaining reading. The author is an editor by profession and after becoming a naval officer, he was made an instructor. He has collected the material for this book as a supplement to his teaching of Navy personnel. He makes no attempt to reconcile the points of view between the many writers, but attempts to stimulate interest by presenting contrasting points of view. *The Navy Reader* will, no doubt, exert a great influence in indoctrinating and educating the men of our greatly expanded Navy.

C. H. M.

SEE WHAT I MEAN? By Lewis Browne. New York: Random House. 245 pp. \$2.50.

THE venality, hypocrisy, and general viciousness of the various subversive organizations that played the Nazi game in the United States under the cloak of patriotic titles and slogans prior to December 7, 1941, are graphically disclosed by Lewis Browne in his well-written *See What I Mean?*

It will not be news to those who have read Browne's other works—*This Believing World*, etc., that he writes well. But this former clergyman and student of religious history shows that he is also a good reporter.

The characters in this book, he proclaims, are all fictitious. That may be. But the things they said and did are not matters of the imagination. They may be found in the official transcripts of the United States District Court in Los Angeles where several of these vermin were tried, convicted, and sentenced to prison for their seditious activities.

Browne created the character of a ratty, discredited press agent who joined "The Crusade" for what petty sums he could chisel. The story is told in the vivid vernacular of this contemptible little heel who is trying to explain why he is inadvertently in jail.

With the country now apparently pretty well united in the prosecution of the war, the pre-Pearl Harbor activities of the Crusaders, the Silver Shirts, the America First Committee, and others of their crack-pot ilk might seem not worth bothering about any more.

But only a few of their leaders went to jail. While the others temporarily went to ground, they are beginning to emerge again. Some of them are still holding public office, and are beginning to raise raucous voices on various controversial issues.

Even if they were not actually caught taking tainted money for spreading Nazi and Japanese propaganda; even if their apparent disloyalty was not legally proved in court; the harm that they did remains the same. The result of their labors in keeping the United States disorganized, confused, and inadequately prepared for war is that thousands of American boys have already died, and many thousands more will die before it's all over.

The value of Browne's book now is that American people are prone to forget too easily. They might listen to this same scurvy crew again, and be swayed by their unprincipled methods of influencing public opinion. Appeals to personal bigotries and prejudices are hard for some to resist.

G. G.



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DECISIVE BATTLES OF THE WORLD. By Sir Edward
S. Creasy and Robert H. Murry. Harrisburg, Pa.: Military
Service Publishing Company. \$3.00.

THIS book is an up to date rewrite of Creasy's *Fifteen Decisive Battles of the World* and Mr. Murry's accounts of nine other battles of modern times selected by the same rules as Creasy used nearly one hundred years ago for the fifteen. The text of the older classic is rearranged and brought into conformity with popular modern reading taste and acceptable style. It is for this reason that the accounts of the original selections are made very readable. The standards of the old text are fully retained and carried over into making the selection of the nine additional battles, the accounts of which are handled in the same general way. Most of Creasy's prolific foot notes, which mean little to the present reader, are left out, while the remainder, that still have value, are absorbed into the body of the text. Considerable liberty is taken in *The Spanish Armada* by substituting the gist of Froude's account for an older one less reliable.

In Murry's own selection, he leans heavily on several modern military historians. They, as well as the older selections, are chosen by Hallam's formula from "Those few battles of which a contrary event would have essentially varied the drama of the world in all its subsequent scenes." The best known of the selections, with the reasons for their being chosen, will illustrate the point. *Quebec* lost for France her colonial empire in America and her naval supremacy while it left England mistress of the seas with all its attendant advantages. *Gettysburg* gained for the North a victory, that kept up the spirit and power of the people and the army, and started the decline of the confederacy. *Gravelotte* was the first crushing defeat of the French in the Franco-Prussian War which led to *Sedan* and the complete victory of Germany, raising that country to the first rank of powers. The other selections are *Tenochtitlan* (Mexico City) 1522; *Ayacucho*, 1824, which gained South American independence; *Vicksburg*, *Sadowa*, where Prussia triumphed over Austria in 1863; *Sedan*; and *Mukden* where Japan gained great power and upset the world balance generally. All the selections are backed by a strong consensus of opinion.

Creasy was a lawyer and judge, a great student, and a voluminous writer. This book was the one of lasting fame; this new version of it will add to its vitality. Murry is well suited

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for his task as he is known for his passion for accuracy. He has been a newspaper correspondent with a strong interest in Mexico and its affairs. He has written several books about that country. For those who delight in accounts of battles, this book is hard to beat.

C. H. METCALF.

JOE FOSS, FLYING MARINE. The Story of his Flying Circus as told to Walter Simmons. New York: Books, Incorporated, distributed by E. P. Dutton & Co., Inc. 160 pps. \$2.50.

JOE FOSS—more formally Major Joseph Jacob Foss, USMCR—is widely and favorably known as the top American ace of this war. He has 26 Japanese planes to his credit, thus tying Eddie Rickenbacker's World War I record. Beyond that he is a modest, unassuming, likeable young man who does not think himself a great hero but who considers himself lucky to be alive and who is anxious to have another crack at the Japs "shooting those good .50-caliber guns and working the controls of a hot military airplane."

In this book, Walter Simmons, an experienced newspaper man who knew Foss when he was going to school in Sioux Falls, South Dakota, tells the story largely in the flyer's own words and in the first person. The result is a highly readable day-by-day account of the air operations on Guadalcanal when for sixty-three days, Foss led his "Flying Circus" of Grumman Wildcats in combat against the Japs. This is set against a background of the life of a typical young American who grew up on a middle-western farm, worked in a filling station, and dreamed of flying. Foss entered Marine aviation in February 1940, hitch-hiking 300 miles with \$5.00 in his pocket to do so. From then on, things moved fast and Foss counted himself fortunate to be in one of the first squadrons to operate from the newly captured airport on Guadalcanal.

The book is an excellent piece of journalistic writing. It is not a profound study of strategy or tactics nor does it claim to be. It is the straightforward story of one of the Marine Corps' most noted heroes with—to quote his citation for the Medal of Honor—"a record of aerial combat achievement unsurpassed in this war. His remarkable flying skill, inspiring leadership, and indomitable fighting spirit were distinctive factors in the defense of strategic American positions on Guadalcanal."

C. P. M.

AT EASE. By Jules Leopold. New York: Whittlesey House, McGraw-Hill Book Co., Inc., 280 pp., \$1.75.

ONLY a great national emergency could have produced a book of this sort, which is nothing less than a compendium of all means that mankind has employed to pass the time away since he first retired to caves and learned about fire. Everything is here from the Northmen's riddles and the profound questions that once puzzled Eastern Potentates, to the more abstruse and high-brow mathematical amusements of the day, and crossword puzzles. There are instructions on playing checkers, descriptions of effective parlor and card tricks, and a sufficiency of anagrams.

No argument can be raised against this book, and no criticism (well, hardly any) leveled. Anybody can find pages of amusement, nobody can feel slighted, and everybody should be delighted. The only warning possible is one against a too active distribution. For proper shocking action no more than one should be issued into a squad.

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Precision Naval and Aircraft Instruments**The Fighting Forces Series****BLITZKRIEG: ARMIES ON WHEELS.** By Lt. Colonel S. L. A. Marshall. Washington: *The Infantry Journal*. 259 pp., 25¢.**JAPAN'S MILITARY MASTERS.** By Hillis Lory. Washington: *The Infantry Journal*. 188 pp., 25¢.**THE STORY OF WEST POINT.** By Colonel R. Ernest Dupuy. Washington: *The Infantry Journal*. 282 pp., 25¢.

THESE latest volumes to be added to the Fighting Forces Series further the basic aim of the series: to deepen and broaden the military education of the men of the armed services; that is, to instruct them in their profession and to keep them aware of their responsibilities as citizens of a democracy.

Blitzkrieg: Armies on Wheels is really two books in one, (1) a vivid history of the present war written with Euclidian precision to illustrate the thesis that granted certain theories of strategy, the course of the war could be determined and understood, and (2) a vigorous analysis of present tactics, their relationship to the new weapons and to the new armies that have grown up. The book has already achieved status as a text and should prove a useful study preliminary to any postwar plans for a national militia.

Lieutenant Colonel Marshall has written a series of connected essays all with one aim: to put the new weapons and the new methods of lightning war in their proper place against the background of strategy. He traces the rise of modern tank tactics to the method of infiltration of infantry troops on the Russian front during the last war and demonstrates the tactics by which tanks are now used. Having explained basic principles, he can rapidly and clearly survey the course of the war. His definition of lightning war is illuminating: "In war's fading age—the age of Wellington, of Robert E. Lee, and of the able Serbian, Radomir Putnick—the supreme tactical achievement was to compel the enemy to fight on a field of one's own choosing. In lightning war, the highest aim is to prevent his arrival at the field. Indeed, wherever possible, it is to close the action before he has had a chance to give battle." In the latter part of the book, Colonel Marshall discusses the difficulties of forming a national army in a democracy—and incidentally sets forth the Marine Corps as the type of self-contained unit of which the new army must be composed.

In *Japan's Military Masters*, Hillis Lory writes a painstaking account of the organization of the Japanese army, the training of its personnel, officers and men, and its relation to the Japanese government and the people. The book provides very necessary information of a formidable enemy—and is, furthermore, a textbook on how not to train the army of a democracy. In training an army only in and for war, the Japanese have created a striking weapon of terrific power. But since the officers and enlisted men know only their own profession, they are necessarily ignorant of the larger implications of that profession itself; they become a threat to the government and, in the long view, a threat to the successful prosecution of the war itself. According to the Japanese point of view, the officer must remain ignorant of all learning that does not bear directly on his training and the enlisted man must be kept from the truth or larger knowledge by the constant use of propaganda.

Colonel R. Ernest Dupuy in *The Story of West Point* gives a history of West Point, the story essentially of those men carefully selected to control the destiny of the academy since its founding in 1802, men who had to struggle against a narrow professionalism in the growth and expansion of the Academy and at the same time against a public hardly aware of the importance of the school to the American nation. To the

average reader, only dimly aware of the position of West Point in our army and in our public life, perhaps the most interesting chapter is the last in which the author shows how at every step in our history, West Point was sending out its scientists, explorers, and diplomats as leaders in the destiny of the new world. The roster of such names is imposing.

P. D. CARLETON.

OUR NAVY, A FIGHTING TEAM. By Vice Admiral Joseph K. Taussig, USN (ret.) and Captain Harley F. Copr, USN. New York: Whittlesey House, McGraw-Hill Book Co., Inc., 239 pp., \$2.50.

OUR NAVY is a book written to give the civilian and men of the armed services other than the Navy an accurate picture of the construction of the Navy, its organization, and both the strategy and tactics that it must employ during a war. The plan of the authors is simple and solid. Each chapter is devoted to a complete treatment of one type of ship: the battleship, the cruiser, or the destroyer, for example. In each chapter the authors describe the type of vessel competently, sketch its history, discuss its strategical value, and illustrate, sometimes very vividly, its tactical use. The authors never lose sight of the ultimate purpose of seapower and relate each chapter to the larger implications of Admiral Mahan's theories. The last chapter describes the possible course of a great naval battle in order to make clear the subtitle—a Fighting Team. The book is illustrated with a series of excellent photographs of each type of ship.

The average reader will encounter one difficulty in studying this book. He has no concept of the complexities of the modern ship and no technical knowledge of the armament and batteries of the present day. Because of this ignorance, many of the expositions of the authors will be facts only to him, and he will not be able to understand their implications.

ANGEL OF THE NAVY. By Joan Angel, USNR. New York: Hastings House. 200 pp. \$2.00.

THE Navy isn't the place one looks to find an angel, so Joan was often plagued by her name. But it would take more than that to stop this capable level-headed girl. She gives you a humorous account of the serious business of boot camp and all that WAVE training includes. Many reasons why girls leave their jobs to help with war are given. One feels that Joan will always do her job well and will do a man's work as long as she is needed. The humorous sketches, the free and easy style of the book will make a bright spot in your reading and also give you a better understanding of the thousands of young women who have volunteered to help win this war.

CHANGES IN AND ADDENDA TO GUIDE TO ADMINISTRATION, U. S. MARINE CORPS. By First Lieutenant Walter R. Hooper, USMC, author and publisher, Marine Barracks, Navy Yard, Philadelphia, Pa. 192 pps. \$.75.

THESE changes and addenda appear to be necessary to keep a copy of Hooper's *Guide to Administration, U. S. Marine Corps* up to date. The numerous addenda constitute a valuable supplement to the *Guide*. The next issue of changes will be published in March, 1944.

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MILITARY DIGEST

The Tank and Its Adversary*

SO much has been written and said about the prowess of tanks that the weaknesses of these armored vehicles have sometimes been minimized. These might be listed as follows: relative blindness, with vision limited to observation slits of one type or another; field of fire which, despite the 360° traverse of the turret, is limited especially in depression and elevation; vulnerability of tracks—which can be easily thrown or broken in numerous ways and without which the tank, except for a few types, is rendered immobile; rapid exhaustion of crews as a result of confinement in close and uncomfortable quarters; fuel requirements which are difficult to meet—most tanks cannot go more than 100 miles without refueling; ineffectiveness at night, when mechanized forces are especially vulnerable (as the Germans found out repeatedly).

With this as a brief background, let us look at a tank as an antitank gunner would see it. What are its most vulnerable and least vulnerable parts?

The tank is becoming more and more invulnerable to small arms fire. Observation slits now generally employ indirect vision through a periscope which is virtually impenetrable to such fire. Modern aprons for the turret rings (where turret and hull join) make jamming of the turret by small arms fire highly improbable. Increasing sturdiness of the suspension system, including the tracks, has made this portion also relatively safe from small arms fire.

Many experts maintain that .30-caliber riflemen and machine gunners should not waste ammunition and disclose their position by opening fire on tanks. However, .50-caliber machine guns are considered effective against tracks and other parts of the suspension system.

When artillery is concerned, the tank is by no means so invulnerable, with the degree of vulnerability depending on the type of cannon used.

Aside from observation slits and similar small targets which are too difficult to hit, the suspension system is the most vulnerable point for artillery fire of all kinds, from 20mm up. It covers a fairly large area and a well placed hit will stop a tank of nearly any size or type. Smashing the driving sprocket, idler, or one or more bogey wheels will necessitate major repairs before the tank can again move.

An excellent target is the side of the tank: its slope is not nearly so great as that in front, and the armor plate is thinner. The area immediately above or below the upper part of the track is a favorable target due to the comparatively perpendicular slope of the surface. Armor on the rear of the tank is even thinner than that on the front and side, and is easily penetrated. The Russians are said to have taken advantage of this condition by permitting various German tank units to pass by and then opening fire from the rear. The lightly armored bottom and top of a tank are extremely vulnerable, but the difficulty of getting an opportunity for such a shot is quite obvious.

Most heavily armored is the front part of the turret. The tank normally seeks to fire from a hull defilade position, and when this occurs the well protected turret front is the only visible target for the antitank gunner. The front part of the tank hull is the next most invulnerable part of the tank. Heavy armor and its steep slope make penetration of this part difficult. Thus the tracks and turret ring are still favorable targets, even when the front of the tank is the only visible part.

As yet the Japanese armed forces have not met a formidable armored force. When the Army of Nippon meets hostile tank units in strength, the real value of her antitank weapons can be accurately assessed.

20-mm Oerlikon automatic cannons are in general use in the Japanese Army as antiaircraft weapons. This gun would be effective against armored cars and tankettes at close ranges. Its rate of fire of 450 rounds per minute contributes greatly to its usefulness against fast, lightly armored vehicles.

The Japanese have a 37-mm AT gun, model 94, which is not to be confused with the 37-mm which is similar to our own World War one-pounder. This 37-mm AT gun is only about 2 feet high and thus easily concealed with a minimum of preparation. Without a doubt this gun (which is much inferior to our own 37-mm AT gun in velocity, weight of projectile, mobility, and range) will not prove effective against tanks of any but the light class. It might, however, prove a good first line protection for infantry troops against armored cars and tankettes.

Japanese tanks have been using a 47-mm gun which should prove useful as an antitank weapon.

A 70-mm infantry accompanying gun has been used against tanks on some occasions. While good for many purposes, it has proven a failure in general AT work. Its rate of fire is 10 rounds per minute and it weighs only 101 pounds.

Also available as AT weapons under favorable circumstances are a 75-mm gun (Model 1906), 75-mm mountain gun (Model 94 (1934)), 105-mm gun (Model 1925), and 105-mm light howitzer (Model 91 (1931)). These weapons as a whole may prove to be too cumbersome to become effective antitank guns. Rather meager reports indicate that the light artillery of the Japanese has had some success against British tanks in Burma. The armored action in this campaign was limited, and hardly a fair test of the anti-mechanized power of Nippon.

Our standard AT weapon was the 37-mm gun, an improved version of the 37-mm Rheinmetall. It looks quite like a miniature 75-mm field artillery gun, except for its proportionally longer barrel. The rate of fire of our 37-mm is 25 shots per minute with an effective average range of approximately 400 yards. This gun with its old ammunition proved an able adversary for the German tanks in Libya. Now with the new ammunition, which makes it comparable to the British 2-pounder and the French 47-mm gun, it should be a partial answer to the threat of Hitler's armored forces.

*Reprint from *The Field Artillery Journal*, July, 1943.

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Then there are our 75-mm and 105-mm howitzers that may be and will be used when a more powerful antitank weapon is desired. Even 155s were effectively used for this purpose in North Africa.

Reports that 230 out of 300 British tanks used at Knightsbridge in the Libyan campaign, June 13, 1942, were destroyed and that the Reds have destroyed 2,200 Nazi tanks before Stalingrad give proof that the tank has at last met a formidable adversary in World War II. The days of the bewildering sweeps through Poland and France have given way to stubborn and devastating resistance to the mechanized might when sufficient modern antitank cannon are available.

In their great drive against Rommel's forces, the British under General Montgomery used planes, artillery, and infantry attacks to blast a way through antitank guns and mine fields for the armored units. Only when this path was made for the tanks were they sent rumbling into an overwhelming attack. The present day antitank defenses made it impractical to use tanks in a break-through operation such as was done at Sedan and elsewhere during the first years of this war.

Submarine Warfare*

TO those who recall the number of submarines sunk during 1918, the figures for the current year will seem very large. During the six months ended with October, according to a statement made public by President Roosevelt, 150 U-boats were destroyed. That is at the rate of 25 a month. The figure for the comparable six months during 1918 was only 60, or at the rate of 10 a month.

Even more impressive than the increase in the destruction of U-boats is the decline in Allied shipping losses. The President said in his statement that during August, September and October the Allies actually lost fewer merchant ships than the Germans did submarines. This ratio was never achieved during the last war. The number of Allied merchant ships lost in the six months from May through October, 1918, was 458, or seven times the number of submarines destroyed. If the count be extended to include losses of neutral shipping which in that earlier war included the Norwegian and Dutch merchant marine now rated with the Allies, the proportion would be even higher.

It is impossible to compare the submarine sinkings and merchant shipping losses during the past six months with those which occurred during the comparable period of 1918 without concluding that the Allied defense has kept abreast of the U-boat threat. Indeed, on the basis of losses, there is reason to believe that our defenses are now more effective than they were then. The U-boats are much more

*From the *Baltimore Sun*, November 13, 1943.

numerous, to be sure. Germany had only 138 at the end of the war in 1918, and she is believed to have as many as 500 now. Moreover, the equipment of the U-boats has been improved and the methods of handling them have also been bettered.

Defensive methods and equipment have been improved, too, and defensive operations, especially in the air, have been extended. The result is shown in the figures the President made public. The showing heightens the promise of a second front, the establishment of which is in large measure dependent on the ability of the Allies to get supplies to European bases, the submarine campaign notwithstanding. Nothing can be taken for granted on this score. The successes of the past six months will do no good if Allied vigilance is relaxed during the next half year.

Strategy of New Landings*

LANDINGS by American marines on three islands in the Gilbert group were described by Secretary of the Navy Knox as the "beginning of a new campaign against Japan from the Central Pacific on a much more direct route toward Japan."

He said two principal strategic objectives were ahead in the campaign: First, to drive the Japanese out of the mandated islands, and, second, to shorten by hundreds of miles American supply lines to the Southwest Pacific.

When the marines gained control after battling the Japs from Tarawa, Makin and Abemama, the supply lines, Secretary Knox said, can be drawn on a much shorter and more direct line.

The effect of the shortened supply route, he said, will be the same as adding many ships to the job of carrying men and supplies to the Southwest Pacific. It will enable the ships to make a quicker "turn around," thus increasing the number of trips each can make.

Honorable Discharge Button

AN honorable service button to be worn on civilian clothes has been authorized for men and women separated under honorable conditions from active duty in the Navy, Marine Corps, and Coast Guard. The design is the same as that authorized by the War Department for those honorably discharged from the Army, thus standardizing the emblem for all persons honorably separated from the armed forces.

The button will be issued without cost to both officer and enlisted personnel separated from the service under honorable conditions since September 9,

1939. Those who served in the Marine Corps may apply at any Marine Corps procurement office or write to the Commandant, U. S. Marine Corps, Washington, D. C.

Former enlisted personnel must present or forward their discharges as evidence of their eligibility to receive this



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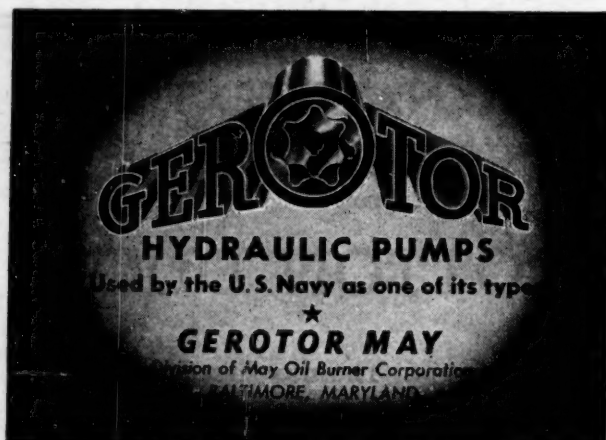
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award. The discharge will in all cases be returned together with the honorable service button. In the case of officers the original and one certified copy of the orders placing them on an inactive status are required.

Those being honorably discharged or separated from the service in the future will receive the honorable service button at the time of their separation.

Warrant Officers

BY Act of Congress, approved 21 October, 1943, the grades of Chief Marine gunner, chief quartermaster clerk, chief pay clerk, Marine gunner, quartermaster clerk and pay clerk in the Marine Corps have been abolished.



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Instead of these there are established the grades of "commissioned warrant officer" and "warrant officer."

From and after the date of the Act of Congress and without the issuance of new commissions or warrants, all Marine Corps personnel in commissioned warrant grades of chief Marine gunner, chief quartermaster clerk and chief pay clerk shall be known and entered upon the Naval Register as "commissioned warrant officers" and all Marine Corps personnel in warrant grades of Marine gunner, quartermaster clerk and pay clerk shall be known and entered upon the Naval Register as "warrant officer." The Act specifically provides that nothing therein shall change or modify in any respect the permanent or temporary status of any officer nor the rank, precedence, rights, benefits, privileges, pay allowances or emoluments to which he is or may hereafter be entitled.

The present insignia of rank will be retained and unless specially informed otherwise by the Marine Corps, all commissioned warrant and warrant officers will be retained in their present specialties. In submitting recommendations of noncommissioned officers for warrant grades, the recommending officer will indicate the specialty assignment for which they are qualified.

The Smiths Have Landed

THREE major generals named Smith are commanding units in the new Gilbert Island landings. Maj. Gen. Holland McT. Smith, USMC, is in command of marine landing forces and Maj. Gen. Ralph Smith, USA, is in command of army troops of the 27th Division. They landed on Makin Island. Second Marine Division units landed at Tarawa under the command of Maj. Gen. Julian C. Smith.

Marine Squadron Downs 29 Planes

A MARINE fighter unit recently completed a tour of duty in the combat zone with a total of 28 Japanese planes knocked down and 14 probables.

The squadron, under the command of Major Richard M. Baker, USMC, with two Jap Zeros to his credit, was one of the first to operate from Munda, captured Japanese air base. The squadron celebrated the event by knocking down six Zeros and one dive bomber, and also was credited with the probable destruction of three Zeros in the opening day's skirmish.

The landing of Corsair fighter planes of this squadron on battle-scarred Munda airdrome came just one week after its capture was announced by the Allied South Pacific Command—one week short of the first anniversary of Marine aviation's landing on Henderson Field, Guadalcanal.

Major Baker received credit for the first enemy plane shot down from the former Japanese base. Six other members of the squadron scored in the opening day offensive.

The squadron, during its tour, took part in several successful aerial raids and strafing missions against Japanese shipping and landing forces in the Vella LaVella area.

On one occasion, a flight led by Captain J. C. Dustin, USMC, completely demolished six Japanese supply barges loaded with explosives and gasoline at Vella LaVella.



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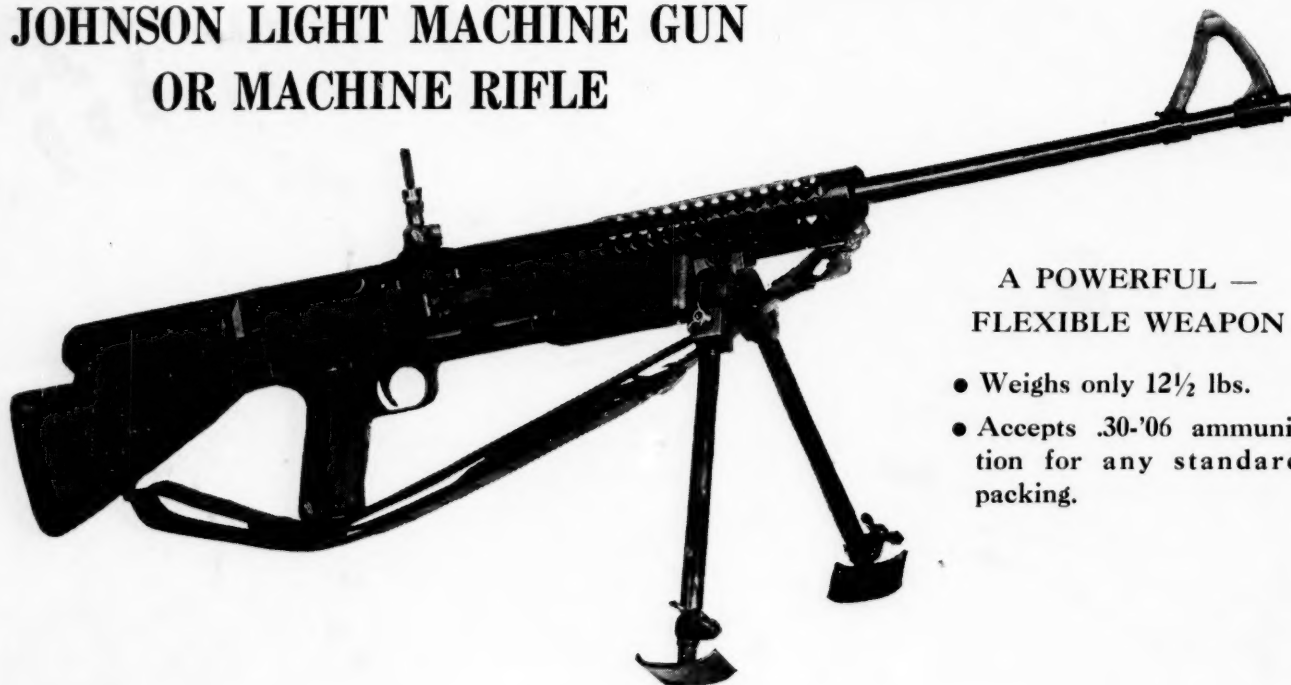
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"They certainly liked those guns," he said, "and what do you think the crazy * * (censored) were doing with them. They had one man posted at the rail of the ship scaling phonograph records up in the air, and the rest were shooting skeet at them with full automatic fire. They broke most of the records, too."

We never advertised Johnson Light Machine Guns for skeet shooting, but from what they have been doing in battle, the Marines can't be wrong!!

P. S.—The same crowd sniped Japs at 800-1,000 yards with semi-automatic fire with the same guns a little later, and got plenty of hits.



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